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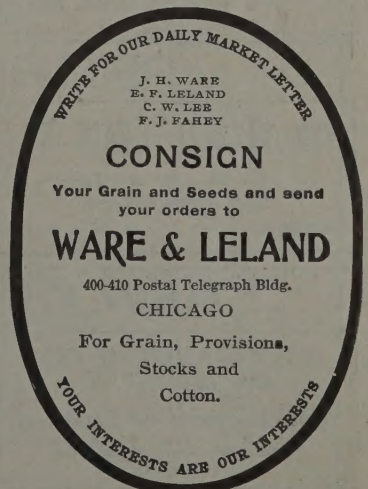
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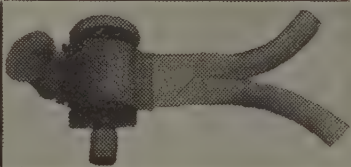
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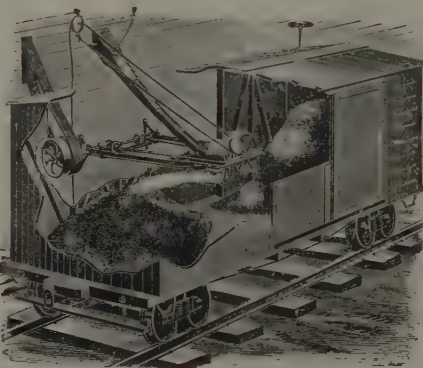
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It does not crack or mill the grain, and takes out all chaff and dirt, leaving the grain evenly distributed, and perfectly clean, in the car. You can enter our order for another machine, which we will instruct you later where to ship. Very truly yours, C. A. HIGHT & CO.

We warrant the machine to do the work to your satisfaction. For Descriptive Circulars and Prices write

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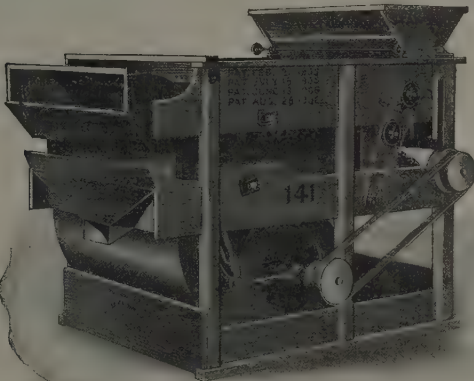
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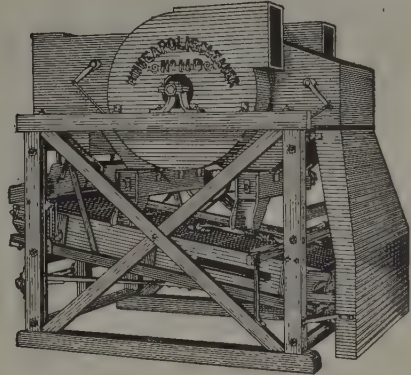
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Grain or Flax

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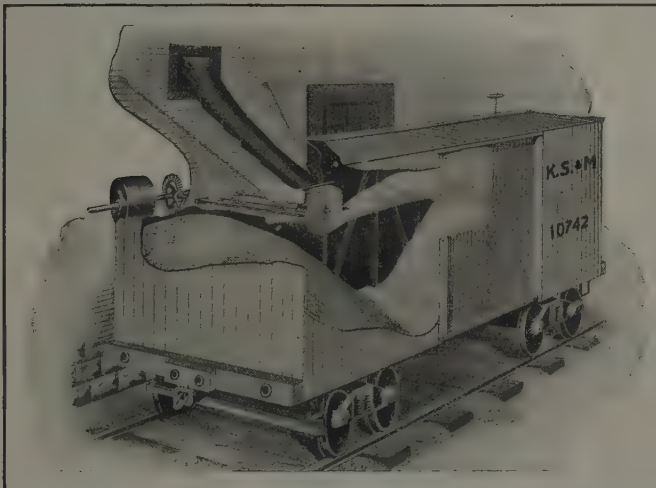
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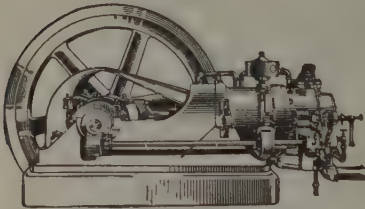
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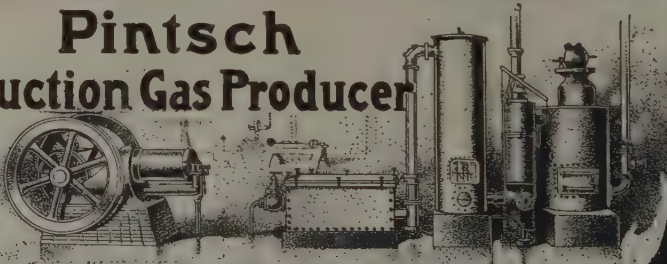
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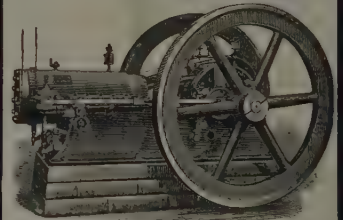
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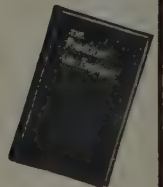


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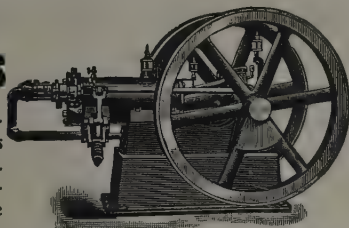


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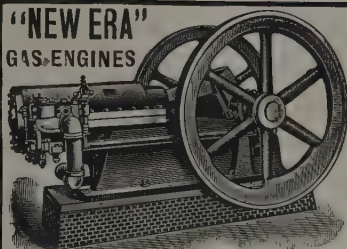
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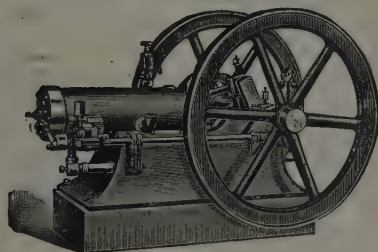


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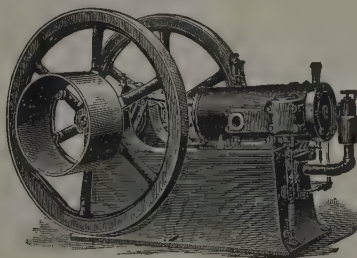
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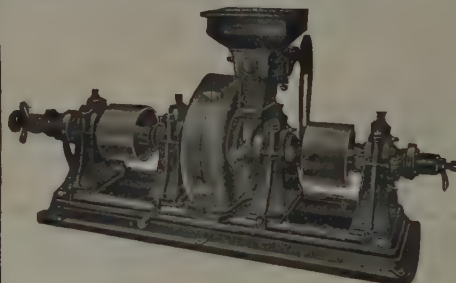
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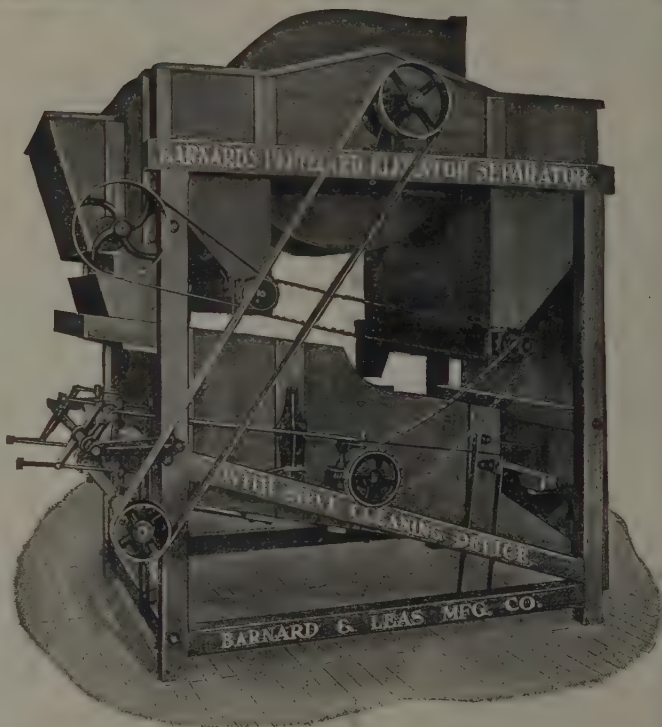
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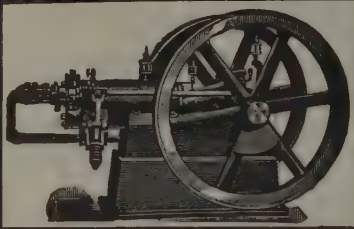
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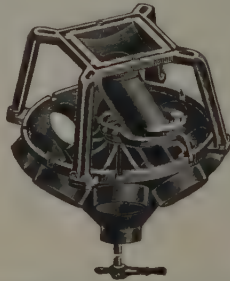
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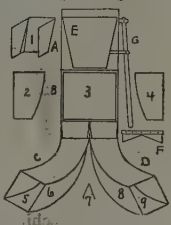
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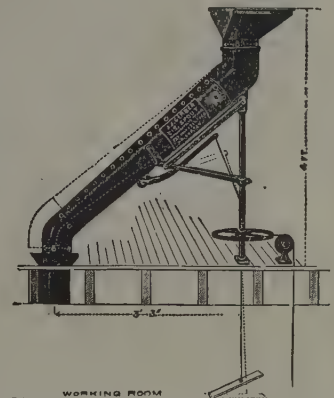
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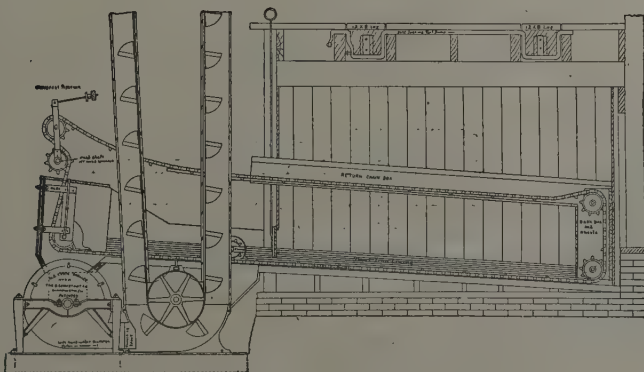
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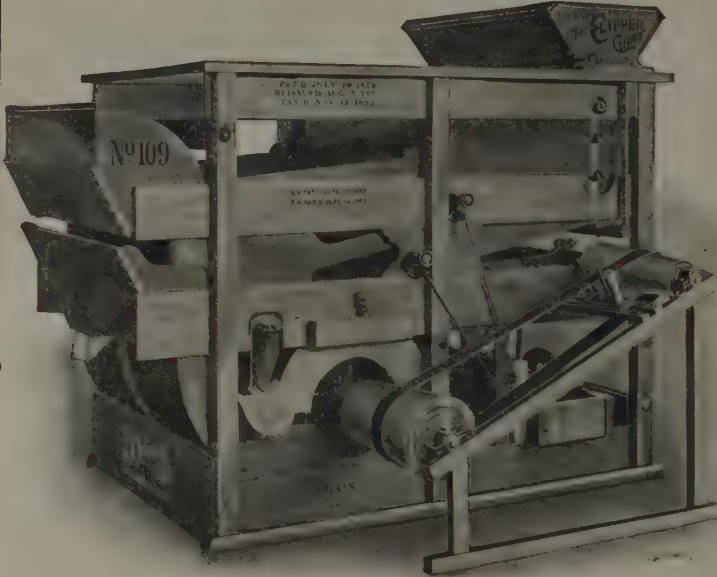
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ELEVATOR in western Indiana; ear corn station; no competition; fine farming country; gravel roads; handles annually 200,000 bushels. This is good. Address J. M. Maguire, Campus, Ill.

FOR SALE OR exchange for land, Ohio elevator handling 150,000 bu. annually; built 1903; modern and up-to-date machinery. Address Pohsib, Box 11, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Good 20,000 bushel elevator in eastern Iowa, doing business of over 100,000 bushels; only elevator in county seat. Price \$6,000. Iowa Mill & Elevator Brokers, Independence, Iowa.

40,000 BUS. elevator for sale; situation in Southern Illinois; capacity 5,000 bus. per day; only elevator in place. Price and reason for selling given on application. Address Namfak, Box 11, Grain Dealers Journal, Chicago, Ill.

ELEVATOR and coal business in S. E. Nebraska, on B. & M. R. R. for sale; 25,000 bushels capacity; hopper scales 42,000 lbs., gasoline engine. All in good order. Good business. Address Tam, Box 9, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE: We have a large list of extra good bargains in elevators in first class locations, doing good business. Write for prices, terms and descriptions, giving location you prefer. Iowa Mill & Elevator Brokers, Independence, Iowa.

FOR SALE—An elevator at a station that ships 400,000 bushels of grain per year; one other elevator; excellent chance for some one that wants a good business; pleasant relations with competitor. If you mean business, and want to buy, address Henry, Box 11, Grain Dealers Journal, Chicago, Ill.

ONE 30,000 BUSHEL full modern and well equipped elevator for sale, located in the famous Saskatchewan valley, the finest wheat section in the world, in a good town; station handled last year 900,000 bushels; will ship over a million this year, mostly wheat, some oats and flax; only three other elevators in town; best of competition, big margins. Don't answer unless you mean business. Price \$7,500. Address Mutual, Box 672, Regina, Sask., Canada.

ELEVATORS FOR SALE.

12,000 bu. elevator, 10,000 bu. potato house, flour and feed store, implement house 26x70 and 8 room dwelling house for sale, account my going into another business. No competition. Address Geo. Cota, Oconto Falls, Wis.

GRAIN ELEVATOR in northwestern Ind. for sale. Capacity 40,000 bushels, steam power, sheller, cleaner, hopper scales will handle 130 to 150,000 bushels per year. Coal, feed and building material also handled. Address Retlaw, Box 3, Grain Dealers Journal, Chicago, Ill.

ELEVATOR FOR SALE on the Big Four R. R. in Ill. Handles 223,000 bushels annually; 60,000 bushels capacity; 2 stands of elevators, 500 bushels; Fairbanks hopper scale; gravity loader; rope transmission of power; brick engine house; gasoline engine; office scales; telephone, etc. Better investigate quick. Address Lock Box 455, Decatur, Ill.

MY GRAIN, COAL, flour, feed and milling business for sale, also feed and sale barns; on paved streets in town of 5,000 population. On C., R. I. & P. and C., M. & St. P. railways, in Southeastern Iowa. Also 9-room residence for sale. Business will bear investigation. Good reasons for selling. Address A. W., Box 7, Grain Dealers Journal, Chicago, Ill.

FOR SALE—12,000 bu. elevator, Iron Clad, 15 H. P. gasoline engine, 300 bu. hopper scale, Cornwall cleaner, Victor sheller, all good as new; also coal and implement business. No competitor. Good country, principal crop corn and winter wheat. 200,000 bu. business last year. St. Joe & G. I. and U. P. R. R. Address Nedrac, Box 11, Grain Dealers Journal, Chicago, Ill.

FOR SALE—A new elevator, modern, capacity about 17,000 bu., 2 dumps, 8 bins, brick engine house, gasoline engine, office, 5 ton Fairbanks Compound beam scale, all new, 2 acres land running parallel with R. R. side track, hog lot, good well and pump, coal bins, corn cribs and good town 1,500 population. Territory 18 miles north, 12 miles south, 6 miles east and west; good farming territory, no better in the state. Going to California reason for selling. C. W. Carroll, Blandville, McDonough Co., Ill.

ELEVATOR FOR SALE—30,000 capacity; all modern improvements, also coal sheds; located center city of 2,500 population in northeastern Indiana; also farm in northwestern Ohio, 280 acres at \$100 per acre, level, black land, formerly covered with black ash and elm; \$5,000 worth of buildings on same, mostly new. Will enter into contract, if sell, to rent same at \$8.00 per acre for 1 to 3 years, cash payable yearly in advance. If sell elevator do not care to sell land and if sell land do not care to sell elevator. \$3.00 per acre commission to any one sending me buyer for land; liberal commission for selling elevator. Will rent elevator one year to right party with privilege of buying, rent to apply on sale of elev. Would take partner, me to furnish elevator and he to furnish capital. Must have at least \$7,000 to put in business. For further information address Dab, Box 10, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE.

MINNEAPOLIS ELEVATOR "T" I. & M. Division of the C., M. & St. P. Ry. to be sold at trustee's sale, Dec. 18th, 1906.

Location.

The land extends three blocks in length, about one-half block in width; value \$10,000. Tracks with standing room for 150 cars. Two tracks extend the full length of the three blocks.

Elevator

is covered entirely with galvanized corrugated iron; capacity nearly 175,000 bu. Size 70x60. Erected by Barnett & Record Company in 1901; present cost to build \$75,000. It is in perfect order.

A full basement under the engine room and a tunnel from the engine room to the basement of the elevator bricked and cemented; all boots protected by steel pans.

One of the best stone foundations under the elevator that can be built. It has a cement floor and 6 in. concrete base. Engine and boiler house and office with fire-proof vault and built of brick, steel and tile, about 40x50 with 20 ft. ceiling. A fine 200-h.p. 18x38 Allis-Chalmers Corliss engine. Coal house brick, capacity 180 tons. Two 100-h.p. standard tubular boilers, two pumps and one large open heater, with city water connected with three drive points, so that either city or well water can be used. One 500 gal. fire pump. One electric light plant complete with 150 16-candle power lamps. One 40,000 gal. cistern.

Equipment.

Four large Barnard & Leas Separators, capacity 1,500 bu. each per hour. Two Invincible Oat Clippers, capacity 1,200 bu. each. All machinery is connected with dust collectors and all machinery and legs have clutch pulleys. All of the main drives are of rope. Passenger elevator. Three Fairbanks hopper scales on second floor of cupola, with capacity of 1,400 bus. each and distributing and trolley spouts reaching all bins. The cupola has four floors. The two receiving legs and the large transfer leg in the center of the elevator have a carrying capacity of 10,000 bu. per hour. Nine legs, two receiving, one transfer, three large cleaning legs, two legs for screenings and one for the two oat clippers.

A 60-ton track scale and five dust collectors on east side. A carpenter shop 24 ft. square. Property can be inspected any day after 3 P. M. by applying to the caretaker in the engine house.

For further particulars and a descriptive circular, apply to E. P. Bacon & Co., Milwaukee, Wis., or the trustee.

Property will be sold free and clear of all incumbrances.

This property will be sold at public auction Dec. 18th, 1906, at 11 o'clock, before the Referee in Bankruptcy, at his office in the Federal Building (Post Office), Minneapolis, Minnesota, subject to confirmation at 2 P. M. of the same day.

The right is reserved to reject any and all bids.

Charles R. Fowler, Trustee,
401 Loan & Trust Bldg.,
311 Nicollet Ave., Minneapolis, Minn.

ELEVATORS FOR SALE.

ELEVATOR FOR SALE 100,000 bus. capacity. Doing an actual business of 500,000 bus. Located in best grain district of Western Ind. on the Chicago & E. Ill. R. R., about 100 miles from Chicago. The plant has first class equipment and is in perfect order. Write for full description and particulars to Box 3, Freeland Park, Ind.

ELEVATORS WANTED.

ELEVATOR WANTED in exchange for a good, improved North Dakota farm. Address Box 455, Decatur, Ill.

ELEVATOR or mill and elevator wanted, in exchange for a good improved farm. Address Dnal, Box 11, Grain Dealers Journal, Chicago, Ill.

WANTED TO BUY: elevator at good point in N. Dak.; Prefer point handling at least 75,000 bu. yearly. State full particulars in first letter. Address Lock Box 142, Lansford, No. Dak.

ELEVATOR WANTED in central Indiana. Must be in good condition and show plenty business. Give full information in first letter. Address A. B. Cohee & Co., Frankfort, Ind.

LOCATIONS FOR ELEVATORS

GOOD LOCATIONS for elevators and other industries on the line of The Belt Ry. of Chicago. Low switching rates and good car supply. For further information address—B. Thomas, Pres., Room 11, Dearborn Station, Chicago, Ill.

MILLS FOR SALE.

FLOUR MILL and line of elevators for sale in best wheat country in Southwest. A money-maker and a bargain if taken at once. Address So., Box 6, Grain Dealers Journal, Chicago, Ill.

50-BARREL FLOUR, feed and buckwheat mill for sale, located in Northeastern Ohio; recently remodeled and Oscillator system installed. Good feed, coal and fertilizer business goes with the mill. Hulbert & Crane, North Bristol, Ohio.

FOR SALE OR RENT or would exchange for property in Northern Michigan, or Northeastern Wis., a 75-bbl. capacity mill and 18,000 bu. capacity elevator 20 miles E. of Toledo on Lake Shore R. R. Excellent grain country and market. Price \$6,000. Cost new in 1895 \$15,000. All Barnard machinery. Address A. W. Weidemann, Menominee, Mich.

\$25,000 BUYS a 350-bbl. flour mill with large grain elevator in good town, not over 50 miles from Spokane, Wash.; side track to mill; built only few years; disagreement among owners reason for selling; will bear close investigation. Figures prove this to be a big bargain. Scandinavian-American Investment Co., Inc., 13 Washington St., Spokane, Wash.

Results Follow The Ad

We have sold out. Your Journal did it. McCREA & VLERBOME, New Holland, Ohio.

SITUATIONS WANTED.

WANTED POSITION in mill or elevator as general helper. Address Guy H. Holmes, Burnt Prairie, Ill.

POSITION WANTED by married man, 8 years' experience in seed and grain business. Address Box 71, Plymouth, Ohio.

SITUATION WANTED by man of experience, with good reference, as manager of country grain business. Address J. T. M., P. O. Box 114, Nichols, Iowa.

POSITION WANTED by young married man with 14 years experience in elevator and grain business. Address Loop, Box 10, Grain Dealers Journal, Chicago, Ill.

SITUATION WANTED by competent man as buyer or bookkeeper; single; temperate; good references. Address John, Box 11, Grain Dealers Journal, Chicago, Ill.

SITUATION WANTED as operator of grain elevator. Several years experience. Can do anything from bookkeeping to gasoline engine. Good references and bond if desired. Address Marc, Box 11, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED as bookkeeper, buyer or manager for grain firm by reliable and strictly sober young married man, experienced in handling grain, coal and lumber; also understands gasoline engines and elevator machinery. Address Ora L. Langellier, Milford, Ill.

SITUATION WANTED — Young man of 27, experienced in grain, coal and lumber business, also 2 years in railroad and 2 years in law and real estate office, takes rapid dictation, good penman, experienced bookkeeper, best of habits. References furnished. Address Salguod, Box 11, Grain Dealers Journal, Chicago.

POSITION WANTED as manager of some grain firm station, by reliable young married man, strictly sober, able to handle everything pertaining to grain business, from double set of books to gasoline engine. Best references. Commence Jan. 1st. Address Smail, Box 10, Grain Dealers Journal, Chicago, Ill.

SITUATION WANTED by Jan. 1st, 1907, by competent practical stationary engineer in plant of 100 to 500 H. P., 10 yrs. experience with plain slide-valve automatic cut-off, compound and Corliss engines. If you mean business and will pay for good service, address T. G. Avery, Friendship, Tenn., giving full description of your plant. Also salary you expect to pay. References furnished.

A PARTNER

HELP or a POSITION,

can be obtained quickly by placing an ad. in the "Wanted" columns of the Grain Dealers Journal of Chicago. It is the grain-trade's accepted medium for "wanted" and "for sale" ads.

HELP WANTED.

COMPETENT MAN wanted to take charge of elevator. Must have experience in grading barley and be capable of handling and repairing machinery. Address National Malting Co., 103d St., East Side, Ill.

PARTNERS WANTED.

DO YOU wish to sell an interest in your business to some live man or are you looking for an opportunity to invest where you can also give your services. An ad in the PARTNERS WANTED column of the Journal will be read by all progressive dealers. Try it.

MISCELLANEOUS.

THE GRAINMAN'S ACTUARY,

\$2.50 postpaid,

Henry Nobbe, Litchfield, Ill.

FOR SALE, stock in good mill paying 23% annual dividends. Write A. H. Bennett & Co., Topeka, Kansas.

ADDRESS WANTED of H. M. Talcott, formerly of St. Joseph, Mo. Address Jones, Box 11, Grain Dealers Journal, Chicago, Ill.

ARMSBY CIPHER CODE WANTED — Must be in good condition, 1901 edition. State price. Address G. E. O., Box 6, Grain Dealers Journal, Chicago, Ill.

ADDRESS WANTED of W. H. Minor, formerly senior partner of Minor, Powell & Co., St. Louis, Mo. Address C. Daniels, Box 6, Grain Dealers Journal, Chicago, Ill.

CIPHER CODE WANTED—I want a copy of Jennings' New England Telegraph cipher. Must be in good condition. Address Jennings, Box 6, Grain Dealers Journal, Chicago, Ill.

JOHN A. RICE, Frankfort, Ind., Elevator and Mills Broker, can suit buyers in any size, price or location, Prompt and reliable service. Sellers giving us exclusive sale, at usual commission. Send us picture of buildings, if only kodak, and we will give you full page picture and description in our new catalogue, about Feb. 1st.

WAGON LOAD GRAIN TABLES

Eleventh Edition

Clark's Grain Tables for reducing wagon load weights to bushels are designed to facilitate the work of country grain buyers in reducing pounds to bushels, and in checking such reductions, as well as to prevent and detect errors in work of this character.

It contains fifteen grain tables and a freight table all printed from heavy faced type in two colors on 100 pound manila stock, is well bound in heavy manila covers, reinforced at back with cloth. It has a string loop attached so it can be hung up beside the scale beam.

Each grain table gives reductions from 100 to 4,000 pounds, is complete on one page, and so arranged as to show the number of bushels and the fractions in any weight on ten pound or less.

The tables show the following reductions: Oats at 32 lbs., 33 lbs., and 35 lbs. Timothy Seed, 45 lbs. Barley, Hungarian Grass Seed and Corn Meal at 48 lbs. Shelled Corn, Rye and Flax Seed at 56 lbs. Wheat, Clover Seed, Beans, Peas and Potatoes at 60 lbs. Wheat, 60 lbs., with 1, 2, 3 and 5 lbs. dockage. Ear Corn at 70 lbs., 72 lbs., 76 lbs., and 80 lbs. per bu. Freight table shows rate per bushel at 60, 58, 48 and 32 lbs. per bu., when the rate per 100 lbs. is 1 to 30 1/2 cents, in 1/4 cent rises.

Price with marginal index 50 CENTS.

GRAIN DEALERS JOURNAL

255 La Salle Street : : Chicago, Ill.

ENGINES FOR SALE.

GASOLINE engine for sale, 10-h. p. Temple Pump Co., 15th Place, Chicago.

SECOND HAND or new gasoline engines for sale. Shadegg Eng. Co., 315 S. 3d St., Minneapolis, Minn.

ONE 10 H.P. LAMMERT & MANN gas engine; practically new. Gubbins, 14th and Western, Chicago, Ill.

THE BEST line of gasoline engines for sale. Kenney Machinery Co., 124-128 S. Capitol Ave., Indianapolis, Ind.

FOR SALE—One 10 h. p. Atlas engine in A No. 1 condition. Address Paul O. Moratz, Bloomington, Ill.

GASOLINE ENGINE at a bargain, 12 H. P. Fairbanks-Morse, good as new; latest style; need more power. Price, \$300.00. Wm. Bonslett, West McHenry, Ill.

IT PAYS to buy a good engine; assume no risks. We can furnish you new improved Witte engines at figures that suit. Write us for catalogue. Address Witte Iron Works Company, 520 West Fifth St., Kansas City, Mo.

2ND HAND ENGINES for sale. One 5 h. p. Fairbanks; two 8, one 10, and one 16 h. p. Otto; one 10 h. p. Columbus; one 25 h. p. and one 30 h. p. Webster; 18 h. p. Olds. All makes of engines. A. H. McDonald, 36 W. Randolph St., Chicago.

FOR SALE CHEAP—125 H. P. Webster gas engine and producer plant, complete with \$500 worth of extras. Has been run 14 months and is in first-class condition. Good reason for selling. Address Brooks Elevator Co., Minneapolis, Minn.

FOR SALE very cheap—1 Wheelock Automatic Engine, cylinder 20x48, diameter of shaft 8", length of shaft 7' 10". Engine right hand. With engine goes full set of oil cups, 1 cylinder lubricator (Detroit Double Connection) and 1 Receiver and Separator 5'x10"x15". Engine and fittings in good condition. Reason for selling, plant requires larger engine. Address all inquiries to Hygienic Food Co., Battle Creek, Mich.

Grain Dealers' Scale Tickets.

BOOK NO. 51.

This scale book contains 100 pages 8x11½ inches. Each page contains 5 scale tickets and 5 stubs, giving the book a capacity of 500 loads of grain. Each scale ticket is ruled for Number, Date, Load of, From, To, Gross, Tare and Net pounds, Net bushels and rounds, Dollars and Cents. Due to order and weight. While the stub is ruled for Hauler, Load of, Number, From, To, Weighted, Date, Gross, Tare and Net pounds, Net... bushels... pounds, Price, Dollars and Cents.

It is printed on manila paper bound in heavy board covers and pages are perforated so that tick tabs can be removed from book quickly and without tearing them.

Book No. 51, Price 75 cent. Address

GRAIN DEALERS COMPANY
255 La Salle Street, - Chicago, Ill.

ENGINES AND BOILERS.

FOR SALE or will trade for larger engine. 1 20 H. P. Automatic engine and 1 20 H. P. Boiler all in good condition. Burrell, 263 LaSalle St., Chicago.

FOR SALE—35 H. P. engine; 50 H. P. Boiler and Feed Water Heater. All in good condition. We must move and will sell for \$250.00 if taken at once. Address W. H. Maze & Co., Peru, Ill.

FOR SALE—30 H. P. Boiler, 25 H. P. engine, belting, shafting, pulleys and building 36x80. All ready to put in feed mill. Good grain country. Mills in this and next town burned down. \$500 for plant. Also boring machine \$50, sticker \$20, shaper \$20, re-saw \$50, all f. o. b. Otter Lake, Mich. D. S. Woolman, Millington, Mich.

ENGINE of St. Louis Iron & Machine Co.'s make for sale; right-hand girder frame; corliss 18x42 cylinder; 15 foot band wheel; 25 inch face, 6¼ bore, also shaft for same, 11 ft. 9 in. to face of coupling. Flange coupling 18 ins. diameter; also 100 feet 23 inch belt. All been in use about three years and in first class condition. Inspection invited. Also an Atlas boiler 16x72, with 78 four inch flues. Address Bernet, Craft & Kauffman Milling Co., St. Louis, Mo.

Engines, Boilers, etc.

12x36 Corliss engines, also many larger sizes.

14x14 and 13x12 Ideal automatic engines, and larger and smaller engines of this class.

8x9 Throttling Governor engine; other sizes up to 26" cylinder.

Boilers 54x14, 60x16, 66x18, 72x18; also water tube and firebox boilers.

Hugh W. Dyar,
201 Dearborn st. Chicago, Ill.

MISCELLANEOUS FOR SALE

BOILER COMPOUND—Keeps boilers clean; removes scales; insures longevity. All elevators need it. Write for prices. Davey & Co., Grand Av., Chicago.

GRAIN TESTERS.

Two quart testers, one quart testers, one pint testers, the best are cheapest, we have the best, write us for prices. A. S. Garman & Sons, Akron, O.

FIRE PROTECTION is insured if you have a "Perfection" Fire Extinguisher; inexpensive, safe and reliable. Only one make. Edw. E. McMorran & Co., 15 N. Clinton St., Chicago.

ONE 1,000 bushel hopper scale. One 18-inch Robinson Attrition mill. One corn and cob crusher, also large amount of elevator and mill material of all sorts, for sale. All in good condition. Price right. Address Honeoye Falls Mfg. Co., Honeoye Falls, N. Y.

MILL MACHINERY FOR SALE.

5 Odell double roller mills smooth and corrugated; 4 Smith purifiers; 3 Centrifugal reels; 1 Centrifugal flour dressing machine; 15 cotton elevators heads, boots and legs, cups 3x3½ & 4"; 100 H. P. B. & W. Water tube boiler; large lot iron pulleys and gears; shafting, bearings, couplings, etc. All in good condition. And will be sold cheap. Address Josiah Speer, 424 4th Av., Pittsburg, Pa.

MACHINES FOR SALE.

WILLFORD 3 ROLLER FEED MILL for sale. Size No. 2. Has only ground 4,000 bus. Bowman Bros., Logan, Kan.

FOR SALE cheap, 2 Warner, portable grain car loaders, located in central N. D. on Soo. In A1 condition, new last year. Address J. Box 9, Grain Dealers Journal, Chicago, Ill.

FOR SALE—One Bowsher mill with bagging elevator, first class condition; one 20" Sprout & Waldron Vertical Buhr Mill, nearly new. Munson Bros. Co., Utica, N. Y.

FOR SALE—No. 2 Barnard's improved double screen corn cleaner, 500 to 700 bushels capacity. Thoroughly refitted, practically as good as new. Low Price. Address, W. H. Caldwell, 303 and 304 Western Union Bldg., Chicago, Ill.

ONE MONARCH ATTRITION MILL at a bargain. Attrition size 12 inches. Machine is perfect; has only been used one day. Is too small for us. Will take \$125.00 f. o. b. Little Rock. Address—Brook-Rauch Mill & Elevator Co., Little Rock, Ark.

SCALES FOR SALE.

SCALES for elevators and mills; lowest prices. Chicago Scale Co., Chicago.

THE BEST heavy scales for grain dealers. Government Standard Scale Works, Terre Haute, Ind.

FOR SALE—Set of 6-ton Buffalo scales, new last year, complete with timbers, attractive price. Address John B. Hull, Jr., Great Barrington, Mass.

SCALES of all kinds; repaired, rebuilt, tested and sealed. Elevator and mill scales our specialty. All work guaranteed. Address Young Bros., 1 Bridge St., Toledo, Ohio.

THE STANDARD SCALES, for all purposes. Portable, Wagon, Hopper and Track Scales. Guaranteed durable and accurate; quality higher than the price. NOT IN THE TRUST. The Standard Scale & Supply Co., Station U, Chicago, Ill.

SHIPPERS' RECORD BOOK NO. 20

Is designed to facilitate the book-keeping of grain shippers, and to minimize the labor of keeping a complete record of each car shipped. The book is 9½x12 inches and contains 100 double pages of superior paper. It is well bound, ruled in two colors and the column headings clearly printed. Spaces are provided for records of 2,900 car loads.

At top of left-hand page, in bold-faced type, are the words, "IN ACCOUNT WITH," and at top of facing page is dotted line for name of firm to whom grain is sold. It is intended that records of shipments to each firm shall be kept separate. The column headings on the facing pages are: Date of Sale, Date of Shipment, Car No., Initials, Amount Sold, Kind of Grain, Weight, Freight, Draft, Remarks, Date Returned, Weight Returned, Overdrawn, Net Proceeds, and Balance.

Wide columns are provided for recording these facts under the respective heads. Price, \$1.75. Address

GRAIN DEALERS COMPANY
255 LaSalle St., CHICAGO, ILL. (

HAY WANTED.

NO. 1 TIMOTHY and No. 1 Clover mixed hay wanted. Blake & Farrar, Baltimore, Md.

HAY AND STRAW WANTED. Correspond with us. T. D. Randall & Co., 92 Board of Trade, Chicago, Ill.

WANTED a few cars of No. 1 Prairie Hay, Indiana preferred. Quote delivered prices. Model Milling Co., Celina, O.

W. P. BROWN & CO., MEMPHIS, TENN. In the market for all grades of hay—for prompt or deferred shipment. Track or delivered.

50 CARS Timothy wanted. Need only a good feeding hay. Not subject to Pittsburg inspection. For particulars write to Sam'l Walton, Pittsburg, Pa.

WE WANT your shipments. It will pay you to send for our market report. If you have straw to sell, quote us. E. K. Lemont & Son, 465 Bourse Bldg., Philadelphia, Pa.

FERRETS FOR SALE.

FERRETS, fine working stock, prices low. C. & L. Phelps, Dept. Y, Nova, O.

FERRETS FOR SALE. Perfect workers. 48-page book that tells about these animals that exterminate rats sent for 6 cents. Circular price list free. Samuel Farnsworth, Middletown, Ohio.

SEEDS FOR SALE.

WHITE WHEAT and Utah Alfalfa seed for sale. If in need of either, write or telegraph Sam Williamson, Salt Lake City, Utah.

SEEDS. We buy and sell CLOVER, TIMOTHY, RED TOP, MILLETS, POP CORN, KAFFIR CORN, CHICKEN FEED GRAIN, Etc. WRITE US. DO IT NOW. Sample envelopes for the asking. THE ILLINOIS SEED CO., CHICAGO.

CLOVER SEED FOR SALE

We are the largest dealers in the heart of the clover producing section and buy only home grown seed. No foreign seed handled. Can furnish Mammoth, Medium and Alsike at all times.

WRITE FOR SAMPLES.

Straus, Ackerman & Co.
ALB ON, INDIANA.

Grain dealers and elevators at Avilla, Albion, Cromwell and Syracuse, Indiana.

CLOVER SEED

We can sell you either Medium, Mammoth or Alsike—only Home Grown Seeds.

Our Prices are Right, so is the Quality. Ask for SAMPLES—Don't Forget It.

O. GANDY & CO.
SOUTH WHITLEY, IND.

GRAIN WANTED.

KAFFIR CORN and Milo Maize for sale. Write us. Lorenz & Geis, Cordell, Okla.

OATS, corn, beans, feeds and hay of all kinds wanted. Send samples and quotations. Address South Shore Grain Co., Quincy, Mass.

WE ARE in the market for round lots of No. 2 Hard Winter Wheat, and No. 2 Red Winter Wheat. Also white milling corn. Standard Milling Co., Houston, Texas.

BUCKWHEAT WANTED—We are in the market for any quantity of good, dry, clean, sound buckwheat. Car lots or less. Stockbridge Elevator Co., Jackson, Mich.

SWEET MILLING WHEAT wanted. C., M. & St. P. and points on connecting lines preferred. Mail samples and receive our bids. T. G. White Cereal Co., Cedar Rapids, Iowa.

BUCKWHEAT GRAIN wanted. We want to buy 20,000 bushels of buckwheat grain, in car lots or less, and we also pay the highest cash price. Address Yoskin Bros., 315 South Phillip St., Philadelphia, Pa.

WE WANT CARS or mixed cars No. 2 grades Kaffir corn, Milo maize, Jerusalem corn, Hungarian, Millets, Wheat, Screenings, Canes, Buckwheat, Oats, etc. Mail samples, quote f. o. b. here. H. W. Buckbee, Rockford, Ill.

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you want to do business with the grain shippers. Tell them so. The Grain Dealers Journal reaches them



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Don't you need a new supply? Our prices will surely interest you and our bags will please your customers. We make bags for all purposes—and strong goods, careful workmanship and good printing, put Milwaukee Bags in a class by themselves.

MILWAUKEE BAG CO., :: Milwaukee, Wis.

POPCORN WANTED.

POP CORN WANTED. Correspond with us. Bradshaw Co., 72 Park Place, New York, N. Y.

GRAIN FOR SALE.

MIXED CARS a specialty—flour, feed, rye, oats & corn. Send along your orders. Goshen Milling Co., Goshen, Ind.

KAFFIRCORN AND chicken feed wheat for sale. Get our prices. Address The A. R. Clark Grain Co., Wichita, Kans.

FOR SALE—35,000 bushels choice one hard wheat. Write for samples at once to The Farmers Elevator Co., Crystal, N. D.

BRAN WANTED.

BRAN WANTED; shorts, flour middlings; also hay and potatoes. Address Union Mill Co., Springfield, Ill.

SEEDS WANTED.

CLOVER SEED WANTED. Mail samples. Car lots or less. Address Berne Grain & Hay Co., Berne, Ind.

CLOVERS AND TIMOTHY seed wanted. Mail samples and quote C. L. & L. C. L. f. o. b. here. H. W. Buckbee, Rockford, Ill.

SEEDS WANTED: clover, timothy and red top. Car lots or less. Submit samples and prices. Louisville Seed Company, Nos. 208-210 Second Str., Louisville, Ky.

CLOVER

We want your Medium, Mammoth and Alsike Clover—also Buckwheat and other Field Seeds. Send samples. State amount and price. We will wire acceptance. THE ADAMS SEED CO., Successors to N. H. ADAMS & SON, DECORAH, IOWA

GRAIN DEALERS JOURNAL

255 La Salle St., Chicago, Ill.

190

Gentlemen—Enclosed find One and $\frac{50}{100}$ Dollars (\$1.50) for which please send the Grain Dealers Journal on the 10th and 25th of each month for one year to

Name of firm.....

Post Office.....

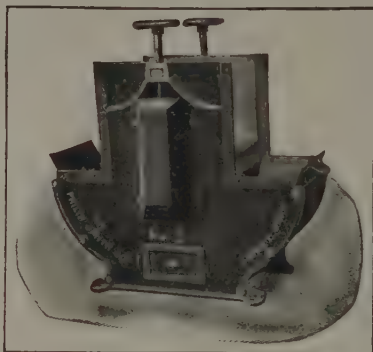
Capacity of Elevator

State.....

.....bus.

Cast Iron and Wood ELEVATOR BOOTS

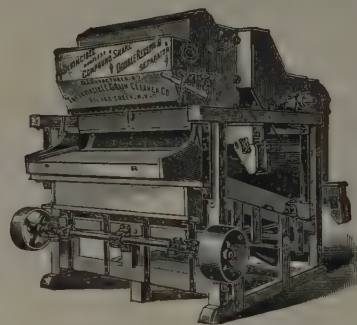
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When you want a separator for your mill or elevator, get an

INVINCIBLE

then you know that you have the best. There is none better. We build them in all sizes and can fit them with our brush cleaner under the cockle or main screen when desired. Write for prices.

Invincible Grain Cleaner Co.

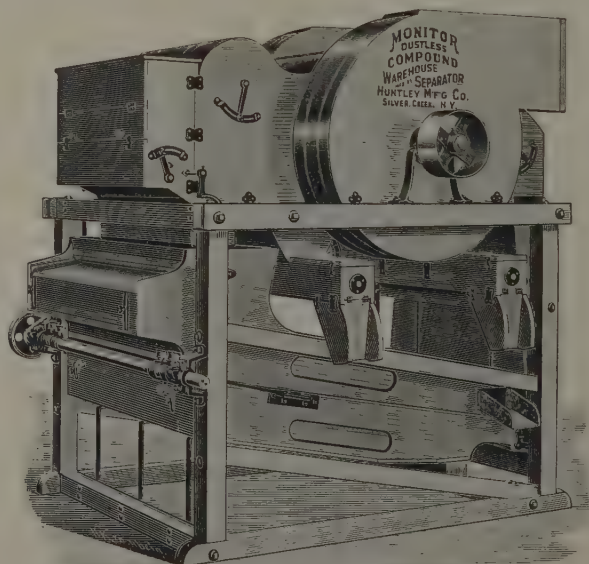
Silver Creek, N. Y.

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The Monitor Compound Shake Separator Illustrated Here Is One of Our Strong Leaders.

It is provided with the same screen and air separations as our regular separators and resembles those machines in a general way.

The arrangement of the shoe, however, is different, it being divided lengthwise, making two distinct shoes, working on separate eccentrics. In this way a perfect balance is secured.

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GOLD MARKS SIGNIFY AS QUALITY
OF CIRCULATION HAVE BEEN
AWARDED THE GRAIN DEALERS
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NEWSPAPER DIRECTORY

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value of The Grain Dealers Journal as a medium for reaching the grain dealers and elevator men of the country is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms, place your announcements in the leading Journal.

Letters

on subjects of interest to those engaged in the grain trade, news items and crop reports are always welcome.

Entered at Chicago, Ill., Post Office as
Second-Class Matter.

CHICAGO, ILL., DECEMBER 10, 1906.

GRAIN bot right can easily be sold at a profit.

LARGE CARS have wider doors and require much more careful cooeping than the small ones.

STATE laws or the rules of state railroad commissions can not govern interstate shipments.

THE Uniform Grade Congress has the earnest wishes of all grain shippers for easy and early success.

LOSS due to deterioration of grain delayed an unreasonable time in transit shud be made good by the carrier.

ASSOCIATION reports of stocks of grain on hand wud be of far more value if every member wud contribute to the report.

GASOLINE will soon be cheaper if the independent oil refineries are once given a fair chance to compete for business on an equal basis.

TOO many railroads are trying to do a double track business on a single line of rails and with less than half the equipment needed to accommodate the traffic offered.

LOADING the poorest grain at the door is as inexcusable as systematic plugging and less profitable. Grain run thru a cleaner not only has its grade raised but invariably is nearer uniform quality than when not cleaned.

KEEPING a record of your seals placed on each car of grain shipped will facilitate shippers proving shortage occurred while in possession of carrier.

TIME must be extended on sales for December loading unless the car situation eases up considerably. You know cars are scarce. Do not unnecessarily invite losses.

TRACK-SOLD grain shud be sold subject to inspection day of arrival, unless car be loaded too full for inspection, then shipper must stand for reinspection upon arrival at elevator.

TEXAS' Railroad Commission is determined that shippers shall have cars to load even tho rights of stock and bondholders must be sacrificed, as noticed in our column "Grain Carriers," this number.

COUNTRY ELEVATOR men who can not see their competitors when they pass them on the street, also experience difficulty in seeing their profits when they attempt to balance their books for the year.

MR. HILL of the Great Northern and eight or ten other railroads has not said a word since Mr. Heffelfinger of Minneapolis cleared the grain trade of Mr. Hill's baseless charges and told of some duties the railroads were neglecting to perform.

A PRIVATE room in your office will attract and promote business. Few of your customers are not averse to having Tom, Dick and Harry knowing their business and it is directly to your interests to keep your business to yourself. Keep the loafing newsmongers in the outer office.

THE SANTA FE will build a double track from Chicago to Kansas City and like other roads will force grain dealers having elevators on line of new track to move at his own expense. The elevator man so fortunate as to have his elevator on his own ground will move at railroad's expense if at all.

ILL-KEPT property is an eyesore to the community. Such property invites tramps and mischievous boys to burn for pure devilry. Well-kept property makes clear the desire of the owner to keep it so, and its very appearance forces others to respect his wishes. Relaxing will prompt others to do likewise. Carelessness begets carelessness and is the father of most fires.

NORTH DAKOTA farmers are again agitating for a state grain inspection law. It would bring them no profit, but cost some one dearly for the experiment. Grain will be sold on its merits regardless of what the inspectors call it. If they insist that the best wheat grown is No. 4 and buyers soon find it to be of prime quality, the price they bid for it will be in keeping with its value.

ADVANCING money to tenants for grain they may bring to market often drives the grain to a distant market or to a competitor because tenant does not wish to repay the cash advanced.

ROTTEN blue-eyed corn is bound to bring grief and losses to the shipper who is unwilling to have it picked out before it reaches the sheller. A quick observing boy will make his salary many times over every day.

NATURAL shrinkage of grain in box cars can not be correctly fixed by resolution of railroad men and surely they wud not fix it at a fair figure. One-half of 1 per cent is entirely too much and shippers shud not stand for it.

SHIPPERS who neglect to bill all grain and hay "shipper's order" will occasionally suffer heavy losses unless the parties to whom they ship are of known responsibility and honesty. McCreery & Co., of Denver, are the latest offenders who have failed to settle for shipments, and one shipper is suing them in the hopeless effort to recover \$930.

WHERE cobs are used for fuel, it is extremely dangerous to have the opening in cob house arranged so that the cobs are strewn in front of furnace door. It is an easy matter for sparks to get into them. The best arrangement is a slatted gate with a slanting scoop board in the cob house. The fireman may have to take a few more steps, but it will not hurt him.

THE Erie Canal has handled more grain this season than for several years past, but it will be five or six years before the railroads are made to feel the real competition of water transportation in moving grain from Buffalo to the seaboard. When the canal gets in perfect working order, the railroads will furnish all cars needed without petition or pleading.

DAKOTA farmers who want a state grain inspection department, established will profit more by working for a reform in present rules for grading. Saddling the expense of supporting a grain inspection department upon the grain growers will not help the shipper to escape the thralldom of the inspector who can give the same grain two grades thru the elasticity of his magic word "reasonably."

INDIANAPOLIS grocers have about secured the adoption of an ordinance providing for the licensing of peddlars and hawkers at the handsome profit to the city of \$50 a year. The public would be much better off if all selling and buying of merchandise were done through regular channels and the shyster itinerants taxed out of existence. The average citizen is able to guard his own interests in dealings with these sharpers, but those lame intellectually are a helpless prey to their greed.

FEDERAL inspection of interstate and export shipments of grain wud increase the ever growing horde of pap suckers and take the inspection rule making power so far from the dealers, who alone are interested, that the rules wud never represent the needs of the trade. The members of the grain trade are more competent to handle the inspection problem than politicians can ever hope or even desire to be and it shud be left to them.

OPERATORS of grain elevators should never forget the sucking force of the grain bin when being emptied and then, of all times, keep out. Last month an Illinois elevator operator was suffocated in an elevator by walking on the crust formed over a bin of screenings which was being emptied. Last week another elevator employe met death in much the same manner at Hammond, Ind. A bin of oats was being emptied, but the oats lodged and two employes went down the bin to start them to running. Evidently the oats had been put in bin shortly after harvest and gone through the sweat, as a thick crust had formed over the top. This broke thru with the weight of one employe and he was soon suffocated.

THE KANSAS grain inspection and weighing law will no doubt soon be declared void by the United States Circuit Court as recommended by its master in chancery, but the lawyers of the department will appeal the case and keep the decision pending until a new law can be enacted. Chief Grain Inspector Radford has announced that he proposes to have incorporated in the new law a provision for fine and imprisonment of parties who reload cars with inferior grain after the grain has once been inspected and graded by representatives of the department. This will, of course, not interfere with parties suffering bringing civil suit for damages as heretofore. It surely seems that offenders in such matters are entitled to more than 90 days suspension.

GRADING AT COUNTRY POINTS.

A very potent reason for rigidly grading grain at country stations is to be found in the fact that it develops the buyer's judgment of its quality and enables him to determine more accurately what it will command in the central markets. The buyer who has no reliable idea of what the same grain will grade in his central market is not equipped to do business on a close margin and may fail to get a profit even tho he buy on what he considered a wide margin. Slack methods beget indifferent and uncertain profits.

The more closely grain is graded and classified when bot at the country station the better will it sell at terminals. An Iowa elevator man who has shipped considerable oats this season has so classified and cleaned the grain he bot as to secure a No. 2 grade for all but three cars of No. 3, while his competitor's shipments have graded Nos. 3 and 4. He recognized the poor stuff when the farmer presented it for his bid and let competitors have it at the market price of No. 2 or oats, as only one price is quoted unless the grain is very poor.

Slack, careless grading by country buyers encourages farmers to indulge in shiftlessness in gathering and caring for their grain, while close grading by all will soon impress them with the advantage and profit to be derived by protecting their grain from the elements, carefully cleaning and classifying it. At

some stations unobserving buyers have been chagrined to find 18% of their oats purchases nothing but chaff and straw, and those very men, because they have lost, are now damning competitors.

Study rules governing grading of grain in your terminal carefully and keep sample of each shipment with result of your own inspection and the grade assigned it by the terminal inspector, and you will be surprised at the uniformity of the terminal inspector's work. The nearer you can bring your grading to the terminal inspector's the more certain will your profits be.

WILL INVESTIGATE CAR FAMINE.

At last the Interstate Commerce Commission seems disposed to investigate the causes of the scarcity of freight cars and is credited with having employed several able field agents to collect reliable data regarding actual conditions in sections where virtual suspension of business has been forced by dereliction of the railroads. The commission is also soliciting information direct from shippers by mail in hope of securing sufficient reliable information to take some action looking to the relief of the shipping public before it is too late.

One great difficulty with which all railroad companies seem to contend is that the various departments do not co-operate to the end that the general interest of the road and of the public at large may be promoted. The economists of the operating departments have determined to reduce the average cost per ton mile of transporting freight to a minimum, hence each locomotive is so heavily laden that it can make but fifty or seventy miles a day.

Travelers report that freight crews are frequently compelled to cut their trains in half, leaving part of it standing at bottom of a long grade in order that they may get to the next station at all. Then engine returns for other half of train and in the meantime, the track is blocked to all transportation, passengers as well as freight.

These economists of the operating departments of the railroads do not take into consideration the cost of delay to the shipping and traveling public. In fact they are not paid to consider the rights or the interests of the public. Judging from reports so far received from North Dakota, at least 20,000,000 bus. of grain are at stations ready for shipment, and any decline in the market will fall on the elevator owners.

It is to be hoped that every shipper will promptly write the Interstate Commerce Commission at Washington, D. C., in answer to the following questions:

1. What amount of freight has been offered for shipment at your station which the railroads have not hauled, and what reason is given for not transporting the same?
2. Are empty cars allowed to remain upon sidetracks or in yards for any length of time?
3. Are loaded cars held an unusual length of time before being hauled to destination?
4. Is it the policy of the railroads as shown by their practice to make use only of the large cars of recent construction and abandon the use of the older and smaller cars?
5. Has any industry or any commodity difficulties in securing supply of cars not suffered by other industries or commodities?

In addition, the commission desires to have shippers send in any suggestions as to possible remedies for such conditions as have prevailed this year with regard to freight transportation.

The Uniform Grade Congress.

Tomoro delegates from different grain exchanges, grain dealers ass'ns and grain inspection depts. appointed upon the invitation of the Grain Dealers National Ass'n will assemble in the directors' room of the Board of Trade, Chicago, in an effort to draft simple rules governing the grading of grain which shall suit the needs of all markets.

The shippers of the country have long complained of the multiplicity of rules and variety of grading and not without cause. Inspection cud not be more misleading or irregular even by design. Shippers who have studied all the rules and the gradings of the central markets have been bewildered. Even the names of the grades are confusing.

The delegates appointed are:
Buffalo: S. W. Yantis, Corn Exchange.
Cincinnati: F. F. Collins, representing Chamber of Commerce.

Cleveland: J. D. Watkins, representing Chamber of Commerce.

Indianapolis: J. M. Brafford, representing Board of Trade.

Kansas State Inspection Dept., J. W. Radford, Chief Inspector for State.

Louisville: H. H. Bingham, representing Board of Trade.

Memphis: E. R. Gardner, Chief Grain Inspector and Weighmaster, Merchants Exchange.

Minnesota State Inspection Dept., A. F. Evenson, Chairman, Joint State Grain Inspection Board.

Missouri State Inspection Dept.: Fred H. Tedford, Chief State Inspector.

Nashville: W. G. Miller, delegate, E. C. Hawkins, alternate, representing Grain Dealers Exchange.

New Orleans: W. L. Richeson, Chief Inspector, representing Board of Trade.

Norfolk, Va.: E. B. Hodges, representing Board of Trade.

Philadelphia: James L. King, Pres., alternate, Samuel L. McKnight, delegate, and Wm. J. Duffy, chief grain inspector, representing Commercial Exchange.

Pittsburg, Pa.: J. A. Clark, representing Grain & Flour Exchange.

Toledo: E. H. Culver, Chief Inspector for Produce Exchange.

Millers National Federation: John W. Burk, Pres., Springfield, O. David Stott, Detroit, Mich. F. P. Meyer, St. Louis, Mo. R. T. Johnson, Chicago, W. L. Harvey, New Prague, Minn. J. F. Dunwoody, Chairman, Joplin, Mo.

Agriculture Dept.: John D. Shanahan, expert in charge Grain Standardization, Bureau of Plant Industry, Wash. (to demonstrate use and practicability of new moisture testing device).

Tri-State Grain Dealers Ass'n, J. J. Quinn, secy., Minneapolis, Minn.

Indiana Grain Dealers Ass'n: J. M. Brafford, secy., Indianapolis, Ind.

Iowa Grain Dealers Ass'n: Geo. A. Wells, secy., Des Moines, Ia.

Chicago Board of Trade: H. N. Sager, Wm. Nash and E. L. Glaser.

New York Produce Exchange: Ely Bernays and G. H. K. White.

Mobile Chamber of Commerce: L. L. Tuttle.

Illinois Grn Inspection Dept.: S. H. Smith supervising inspector.

Grain Dealers Nat'l Ass'n: H. L. Goemann; Jno. F. Courier, J. W. McCord, A. R. Sowers and A. E. Reynolds.

Ohio Grain Dealers Ass'n: Fred Mayer.

Kansas Grn Dirs Ass'n: E. J. Smiley.

Illinois Grn Dirs Ass'n: S. W. Strong.

Minnesota Inspection Dept.: F. W. Eva.

Kansas City Board of Trade: G. B. Flack.

Richmond will not send delegates, but will endorse any action of the Grain Dealers National Ass'n.

Baltimore Chamber of Commerce does not oppose uniformity, but fears interests of middle west may suffer thru a general scheme, hence prefers to await action of Congress.

Omaha Grain Exchange will not be represented.

Milwaukee Chamber of Commerce has declined to send delegates.

Jacksonville will not be represented.

Boston Chamber of Commerce will send no delegates.

John D. Shanahan will demonstrate the practicability of using the Dept. of Agriculture's moisture determining device in testing samples for moisture.

State Reciprocal Demurrage Laws A Failure.

State laws, rules and regulations made by railroad commissions seem to have failed in their purpose, as in most cases they cannot be enforced to the advantage of the shipping public because the traffic is of interstate character, hence cannot be regulated by state laws. In other cases, the laws seem to lack rigid enforcement, hence are ignored by carriers.

If all shippers were thoroly posted as to their rights in the case as well as equipped with time and nerve to fight the railroads, more of them would obtain what is properly due them.

The United States Supreme Court has decided that the Texas reciprocal demurrage law is an unconstitutional effort to regulate interstate commerce.

State reciprocal demurrage laws will be needed to help shippers in obtaining cars and the prompt delivery of freight when shipments are made to points within their own states, but as most of the grain is shipped from one state to another, it would seem to behoove the trade to use its best efforts to secure the enactment by Congress of a reciprocal demurrage law which shall require carriers to furnish cars promptly and to transport cars to destination at a reasonable average distance per day.

Many shippers have complained recently that after grain was loaded into cars, cars have been permitted to stand on tracks weeks and, in one case, nearly three months, without being moved. One Texas shipper after delaying car for loading and paying demurrage was forced to suffer heavy loss by carrier's detaining the same car on the same track ten days.

The business of the country is being badly crippled by the poor service rendered by the transportation companies. The shipping public must, in self defense, do something radical to secure relief.

We are pleased to present to our readers the following letters from dealers in states having local reciprocal demurrage rules or laws:

FAILED IN EFFORT TO COLLECT DEMURRAGE.

Grain Dealers Journal: We can not say we have felt the effect of the demurrage law altho we believe some sections have. We have failed twice in collecting for delayed shipments, still we know of one instance where \$40 was paid for the same delay and as an interested party we got half of the amount.

We would like to call your attention to one thing: Dealers who contract for shipment before prices go down have trouble. If prices go up and shippers

don't load out or ship a lower grade. Sometimes shippers sell for ten days shipment and wait twenty. Frequently weights are short and it is evidently known to shipper. We would suggest a rule that is fair to both, and have in each town a board of two or three to settle these things, making us stick, black list us or fine us, and putting the same penalty on shippers, we know shippers are too often badly treated but buyers on account of smallness of claim and cost of collection have no recourse. Respectfully Booth Bros., Danville, Va.

IMPOSSIBLE TO GET CARS IN VIRGINIA.

Grain Dealers Journal: Owing to the unusual scarcity of cars, throughout this section, we are hardly in position to write of the benefits of reciprocal demurrage. It is almost impossible for us to get cars at all, even with the threats of reciprocal demurrage or the enforcement thereof.

Our business is very much injured by the failure of the railroads to furnish cars within the required time, and we have been unable to move our stock.—Very truly yours, F. L. Sublett Hay Co., Harrisonburg, Va.

STATE DEMURRAGE RULES DO NOT AFFECT INTERSTATE COMMERCE.

Grain Dealers Journal: North Carolina's demurrage rule has not affected us at all, so far as we know. We have never had any trouble getting empties. We have experienced a great deal of trouble, however, in getting grain to Asheville from the west, but as that is interstate commerce and not intrastate commerce, the state laws do not apply. There is a penalty for delayed shipments made entirely within this state, but we do not think this has had any effect upon the Southern Railway Co. It has had to pay a great many of these penalty claims, but in spite of this, is totally unable to handle business promptly at all times.—Yours truly, Asheville Milling Co., W. E. Collins, Mgr., Asheville, N. C.

TEXAS DEMURRAGE RULE A FAILURE.

Grain Dealers Journal: The demurrage rules which we have in Texas are under the supervision of the Texas Railroad Commission, who promulgate the different rulings with reference to demurrage. It is not the opinion of the writer that a reciprocal demurrage would be of very much benefit or advantage to grain dealers, and especially in Texas. In this state we have a law requiring the railroads to furnish cars when legal demands have been made within 48 hours. Should the railroad company fail to furnish cars within this time the shipper can collect from the railroad company \$25 per day for each day or fraction thereof that the railroad company fail to furnish cars. Even with this law the shippers fail to get results to some extent, as a great many shippers do not fully understand the law and know how to make the legal demands.

It is the opinion of the writer that some law should be enacted by the National Congress requiring all common carriers to furnish equipment to transport both freight and passenger traffic that is offered to them at any time, and should any common carrier fail to do this

they should either have their charters revoked or place the company in the hands of a receiver.

From the experience we have had nothing short of a very stringent law will relieve the shippers and assure them that they will be able to get their goods transported after buying them.—Yours truly, J. A. Stephenson, Mgr. Sansom & Co., Ft. Worth, Tex.

CAR SERVICE POOREST IN THIRTY YEARS.

Grain Dealers Journal: We must confess that so far no improvement in any respect has been effected by demurrage charges, toward hurrying forward shipments and making cars more plentiful. On the contrary, it seems worse than before.

For the past thirty years we have never had so much worry in getting car service and getting cars thru to destination as now.

Of late the railways charge and collect demurrage every time, but seldom pay for delays and never do if they can avoid it. A tough state of things, but the dear people must stand it.—B. Y. Fretwell & Son, Danville, Va.

VIRGINIA DEMURRAGE LAW NOT ENFORCED.

Grain Dealers Journal: Not being engaged in the shipping end of the grain business at this time, we have no occasion to call for cars, but we do experience still considerable inconvenience, and annoyance at delays of cars in transit from the west.

We would cite this case: We have invoice for car of hay, P. M. No. 42802, Shipped from Carson City, Mich., on the 10th of Nov. We had advanced billing for this car from the C. & O. on the 18th, and nothing further has been heard of the car. The reciprocal demurrage rules have been enacted in our state, but they are not enforced generally, we believe, and the indifference on the part of the receiver, is largely responsible in our opinion for the fact that no greater benefit has accrued to him. Yours truly, Reid & Barham, Norfolk, Va.

STATE DEMURRAGE LAW NOT OF MUCH BENEFIT.

Grain Dealers Journal: Our demurrage law is only a state law, and governs only cars shipped inside of state. The law requires the railroad to carry the car 50 miles a day after they receive it, allowing 48 hours delay at junction points. If they fail to do this they are subject to one dollar a day on each car, and you can collect it. Railroad can make you pay one dollar per day for allowing the car to remain on track over 48 hours after it has been placed. We don't get much benefit because we have to buy most of our grain from the west. If it was a universal law then it would be a good one.

We are having trouble in getting cars thru after they are loaded, but our claims for delay are paid. It is almost impossible for the railroads to handle the freight offered, so we are having trouble. Yours truly, Hannah & Dudley, Danville, Va.

Denatured alcohol manufacture will begin Jan. 1, it is said at the distilleries of Terre Haute, Ind.

Letters

From Dealers

[Here is the grain dealers forum for the discussion of grain trade methods, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal so your convictions will be given wide circulation and have great influence. Write it now.]

DOES NOT CONCUR IN ALL SUGGESTIONS.

Grain Dealers Journal: I think your introduction to "Suggestions for a Reciprocal Demurrage Bill," page 600 of the Journal for Nov. 25, will carry a false impression as to its origin. The article did not originate with me. This is a copy of a letter addressed to a member of the Ohio Shippers Ass'n by a Division Freight Agent of one of the large railroads of the country.

I do not concur in everything that he suggests, altho in the main the theory of the plan is a good one. Yours respectfully, J. W. McCord, Secretary, Columbus, O.

SHIPPERS SHUD EXAMINE CARS BEFORE AND AFTER LOADING.

Grain Dealers Journal: Statistics show that a large percentage of shortages is directly traceable to defective or badly coopered cars, and that in many instances these losses could be obviated if shippers would adopt a rule by which all cars would be carefully examined before and after loading, and a detailed report made of such examination. Before cars are allowed to be moved from loading track they should be properly sealed and the seal numbers kept for record. This information is most valuable in the filing and prompt collection of claims against the railroads for losses in transit.

When you call to mind the great increase in the capacity of cars in recent years, and corresponding strain upon every part of their construction, because of the heavier loads, and especially the liability to leaks around the doors, you must appreciate that the old method of assuming a car to be fit to carry grain because the railroad agent has furnished it for loading, is not sufficient for present conditions; and a thoro examination of cars before and after loading is vitally important. Recent statistics show that because of the increased carrying strain, the life of the modern freight car is much shorter than was that of cars of less capacity, therefore the age of a car, or its general appearance, should not be accepted as evidence, of its fitness to perform the work you expect of it.

If shippers will co-operate in these matters with receivers in this market, many serious losses will be prevented, and the disagreeable uncertainty as to where losses occur will be avoided. The Baltimore Weighing Department will be able to furnish absolutely correct information as to the contents and condition, also seal numbers of all cars of grain arriving here; but, in the event of losses in transit, this will be of little practical value without similar information from shippers regarding the loading. Shippers are requested to state this information on invoices, also to call the consignee's attention to record concerning the loading of cars. If ordinary care is observed in these matters when shipping to Baltimore, shippers will

soon appreciate the benefits to be derived by co-operating with modern and well-equipped weighing department.

Shippers can have renewed confidence that grain will be carefully weighed after its arrival here, and can, without hesitation, take advantage of the many facilities offered by Baltimore for the proper handling of grain. The fee for weighing will be fifty cents per car, regardless of capacity, and forty-five cents per 1,000 bus. by water, pro-rating on smaller quantities; but no fee shall be less than ten cents.—Yours respectfully, Douglas M. Wylie, President Chamber of Commerce, Baltimore, Md.

SUING FOR DAMAGES DUE TO DELAY.

Grain Dealers Journal: We enclose a clipping from the *Topeka Capital*, which may be of interest to grain shippers:

Thru Carr W. Taylor and Ed McKeever, the Star Grain and Lumber Co. has brought suit against the Atchison, Topeka & Santa Fe railroad for \$4,473 for damages sustained during the car famine in the fall of 1905. The railroad is charged with failure to furnish cars on fifty counts and many of these requests were for from 9 to 12 cars.

The Star Lumber and Grain Co. has offices in various parts of the state and makes a business of buying and shipping grain. On this account it was almost absolutely imperative that cars be given them when ordered as the holding of grain was expensive to them. Under the new demurrage law they are entitled to \$1 per day for every day that they have to wait, besides other damages which may result as a result of such delay.

Besides the insurance which the company was compelled to pay while holding the grain and waiting for the cars, and the decrease in the market price as a result of the delay, as well as the shrinkage in

JUST NOTICE THE DIFFERENCE.

Grain Dealers Journal: If I could always get the premium I am entitled to when my grain is of the "or better" grades

WHEN YOU SELL.

If you sell grain guaranteed to arrive at destination in good condition, what does the BUYER care if it is delayed en route?

If grain arrives out of condition, what does the BUYER care? It is merely a question of HOW MUCH discount.

If the grain grades lower than you have sold, what does BUYER care? Only how much he can charge in discounts.

If, on first inspection, grain does not come up to contract grade, does BUYER try to have grade raised? NIT. HE just charges your a/c with the discount. If he can get a better grade afterward so much more in his pocket.

Does a BUYER ever consider that shippers may be losing money, and therefore make discounts lighter? You have only two guesses.

Has a BUYER any interest in you, except to see that you fill contracts?

If you have in any way made an error in routing, billing or draft, does the BUYER try to save you any expense caused thereby?

If you have left margins on shipments does BUYER care to hurry returns?

If you are to take outturn weights does the BUYER care whether your weights hold out?

If BUYER refuses to pay for grain you have no recourse unless he is responsible.

Yours for the Best Way,

grain, much of the grain was not hauled until after the high freight rates on wheat and other grain had gone into effect and they were compelled to pay higher rates for transportation of the grain.

Acting on the advice of Carr Taylor, attorney for the State Railroad Board, the Star Co., upon occasions when cars were ordered, made application in writing and paid in advance one-fourth the amount of the total cost of the cars. All of these records were kept and are affixed to the petition to be used in evidence. In some cases as much as \$300 was deposited when the application was made.

The fifty different counts filed against the Santa Fe allege damages at from \$24 to \$200 per count. In some cases one car would be furnished and then after a wait of several days another car would be given. Of 9 cars ordered on November 21, 1905, the last one was delivered on December 12, 1905. Cars ordered on November 12 were delivered on November 20, and so the story of neglect in delivering cars runs on.

There is now a case in the Supreme Court testing the legality of the demurrage law under which the suit is brought. This will mean much to shippers generally as many have claims against the railroads which will be filed in case the law is upheld.

Some statements therein are not exactly accurate. No order was for more than 10 cars. The counts for delay only range from \$3 to \$225. Other counts, as the decline in price, etc., run as high as \$988. We made no claim for shrinkage of the grain, but did make a claim for loss by shelling off, wasting and damage.

We will mention one count more aggravated than any mentioned in the article. On Nov. 22, 1905, we filed an order for 4 cars. This was filled by cars furnished us on Dec. 26, Jan. 6, Jan. 8 and Jan. 12—one on each day named.

There may be other suits pending, but

I would be more favorably disposed to sell on track, but the heavy discounts wipe out my profits and disgust me.

Here is a deadly parallel presentation of the case which I think is about right.

WHEN YOU CONSIGN.

A commission man wants to get cars in quickly, if for no other reason than to earn his commissions.

A commission man is not benefited by discounts, therefore avoids them as much as possible.

A commission man wants his shippers satisfied, therefore wants the highest grade possible.

A commission man will kick every time he thinks grain does not grade as high as it ought to, or when he thinks kicking will do his shippers any good. If he can get a higher grade shipper gets the benefit.

A commission man wants his shippers to make money. If shippers do not make money, consignments stop.

A commission man's interests are identical with his shipper's. Both want good grades and good prices.

A commission man tries to save expenses in every way he can for his shippers. It adds to his reputation and leads to more consignments.

A commission man makes returns as quickly as possible. This also adds to his reputation, and brings more consignments.

A commission man does not like shortages. They hurt his business. Therefore he "hollers" when they occur, and tries to locate errors.

Commission merchant is your agent and must account to you for every cent received, otherwise he can be imprisoned and fined for embezzlement.

A. P. Scott, Bushville, Ind.

we do not know of another suit that is based squarely on the merits of our Kansas Reciprocal Demurrage (or car service) laws.—Star Grain & Lumber Co., Wellsville, Kan.

SUGGESTS A PLACARD.

Grain Dealers Journal: We believe if every country grain dealer would place a large placard in a prominent position in his office, reading something like the following:

OUR PRICES

For grain are based upon a grade of No. 3.

All grain received at this office not in condition to grade No. 3, will be subject to a discount, to the amount of market difference day of delivery, unless otherwise agreed upon.

HARLAN & BOUGHTON,

CRESCENT CITY, ILLINOIS

We would have less trouble in inducing farmers to stand for the discounts which the grain must suffer when it reaches the terminal market. Corn we are receiving is very damp and contains many rotten ears, hence the trade of this section has special need of some uniform action to allay dissatisfaction among the growers.—Yours for the good of the trade, Harlan & Boughton, Crescent City, Ill.

TRADING IN SPECIFIED GRADES AT CHICAGO.

Grain Dealers Journal: A daily call on the three kinds of contract wheat, No. 1 Northern spring, No. 2 red winter and No. 2 hard winter, for future delivery, was inaugurated Nov. 28 on the Chicago Board of Trade, and it is now possible to buy and sell specified contract grades of wheat for future delivery in our market. Having been in favor for years of this plan of trading and having worked for its establishment, I would call attention to what I consider some of its advantages.

Trade in futures for each of the three grades of wheat—i. e., May red, May hard, May No. 1 Northern, meaning No. 2 red wheat for May delivery, No. 2 hard wheat for May delivery and No. 1 Northern for May delivery, or other months and futures as the case may be.

How many times have we heard the millers, elevators, shippers, receivers or any dealers in cash wheat express themselves against the present methods? The millers, exporters, New York buyers for export stocks say they cannot buy May wheat in Chicago when they want to stock up because they cannot tell what kind of wheat will be delivered to them on their contracts, and further they say they cannot sell a future in Chicago against flour or wheat on hand, because if they have No. 2 red, No. 2 hard or No. 1 Northern wheat or flour on hand, they have to hedge on the basis of the lowest grade usually, or at least hedge on an unknown quantity as regards prices, and delivery conditions.

Chicago wheat contracts now have deliverable on them No. 1 Northern spring; No. 2 red winter and No. 2 hard winter, the latter at a two-cent discount or penalty from the price of the future

and the seller has the option as to which kind of wheat he will tender on his sale, the buyer being powerless. He must accept such tender of the three as the seller elects.

It has been suggested repeatedly that we trade on the basis of the New York Stock Exchange, or on a cash basis and borrow or lend wheat receipts on open contracts, like stock certificates. The question of sufficient stocks to trade on would always be before us, but by trad-

ing in the futures of each grade of wheat on a call or in the pit, then, value, freight rates, supply and demand would rule, and further if there was a failure in the spring wheat crop, we would have a trade in our No. 1 Northern for future delivery, and if there was a failure of No. 2 red wheat, then we would get a trade in our No. 2 red for future delivery, and if a failure of the hard winter wheat, we would get a trade in our hard wheat for future delivery. As it is now, trouble in the spring wheat means that Minneapolis is the center of interest; a failure of No. 2 red means that St. Louis and Toledo occupy that position and a failure of the hard wheat means that Kansas City has the call.

But in following out the suggestions outlined above, the Chicago trade would ever have the call on the trading in futures, whatever the crop conditions might be.

It is doubtful if the bucket-shops would prove so attractive to hedgers or speculators with the trade established in these three grades, owing to the difficulties surrounding quotations.

Note that Minneapolis has advanced about 10 cents per bushel for December wheat lately while we practically stood still, in fact actually declined for the December future and the dealings in futures went to the Minneapolis market to our detriment because of lack of facilities for trading in strictly spring wheat futures in Chicago. Yours truly, E. W. Dennis, Chicago, Ill.

GRADING OF NEW CORN AT INDIANAPOLIS.

Grain Dealers Journal: On the 7th of November we figured the grading of new corn received here up to and including that date and found the per cent to be as follows:

12 per cent graded No. 3.
85 per cent graded No. 4.
3 per cent graded no grade.

Following is the number of cars of new corn received during the past ten days:

194 cars grading No. 3.
209 cars grading No. 4.
57 cars grading no grade.

Quite an improvement in the last three weeks. Yours respectfully, Jacob W.

Smith, Sec'y Board of Trade, Indianapolis, Ind.

New Corn At Chicago.

W. Scott Cowen, Chief Grain Inspector of Chicago, reports that from December 1st to 9th, inclusive, receipts of corn at Chicago were 1,091 cars, 66% of which graded 3 or better. It was graded as follows:

45 cars graded No. 2 yellow.
371 cars graded No. 3 yellow.
150 cars graded No. 4 yellow.
25 cars graded No. 2 white.
111 cars graded No. 3 white.
21 cars graded No. 4 white.
19 cars graded No. 2 corn.
240 cars graded No. 3 corn.
78 cars graded No. 4 corn.
31 cars no grade.

Penalty for Loading Cars to the Roof.

Even the great scarcity of cars does not justify or excuse the loading of cars obtained to the roof and every shipper who does so will be compelled to suffer unnecessary losses. Unless grain inspectors can get into cars and obtain an average sample of the grain it must be sold subject to reinspection, but inasmuch as buyers are not in the habit of kicking for the privilege of paying more than they expected to pay for a car of grain, reinspection is called only when the grain proves at unloading to be inferior to the grade given it at the car door inspection.

In writing on this subject to Secy. Wells of the Iowa Ass'n, Chief Inspector Cowen of Chicago says:

"In loading of cars of grain there should be at least three feet of space left between the grain and the roof of the car in order to get satisfactory inspection, as it takes at least that much room for a man to get in a car of grain and use a tryer. Cars that are loaded to the roof are inspected by such samples as the inspector can get out of the car, and such cars are made subject to reinspection if it is called for.

"You can readily see that the loading of cars to the roof is always against the shipper, as the buyer will not call for reinspection unless the grain proves to be a lower grade than that which the inspector gave it. Of course where this department is notified of the grade that the shipper expects for the grain, and it does not inspect that grade when first inspected, I have it reinspected by my supervising inspector, but you can readily see that if it is made a lower grade than it should be the buyer will make no complaint and the result is that the shipper gets the worst of it. All cars should be loaded so there is space enough left in the car for the inspector to get into the car and be able to use his tryer.

"I do not think the railroads are justified in compelling the shipper to load cars of grain to the roof, as it is absolutely impossible to inspect grain satisfactorily when cars are thus loaded."

An Illinois grain dealer found it necessary to discharge his blue-eyed bookkeeper because, as his brown-eyed wife put it, he was worried enif by blueeyes in the corn.

Reports indicate that 50 per cent of the marketable portion of last year's crop of oats in Iowa has left farmers hands.—Geo. A. Wells, Secy. Iowa Grain Dealers Ass'n.

The Car Famine

Complaints from every section of the country and from nearly every line of business, seem to indicate beyond any doubt whatever that the present congestion of the freight transportation facilities of this country is the worst yet experienced.

Grain shippers everywhere are complaining that they are unable to get cars anywhere near their needs and many get none at all. The Southwest has been patiently suffering ever since the new crop began to move and in many places grain is piled high on the ground about the elevators. Kansas dealers have also suffered greatly from lack of cars, but the North Dakota elevator men seem to have suffered more than those of any other section of the country.

The engravings we reproduce on this and facing page give an excellent idea of the true condition of the grain business in North Dakota. The dealers have suffered so greatly that finally, in wild despair, they issued a call for a meeting of shippers at Valley City, N. Dak., from which we take the following:

"These conditions must be changed, and as the railroad companies apparently turn a deaf ear to our prayers, we must seek relief thru the legislature. Our governor-elect, the honorable John Burke, is a man who has always stood for the people's rights; he has been consulted in the matter and declared that he will favor the passage of a law compelling the railroads to furnish a reasonable supply of cars to shippers. He has also given as his opinion that such a law would be constitutional, and if the independent shippers of our great agricultural state would get together and agree upon certain demands, he would make the car service question part of his message to the legislature.

"With such encouragement, we, the undersigned, have decided to meet at Valley City, N. D., Tuesday, the 18th day of December, 1906, at 9 o'clock a. m., for the purpose of discussing the car service question and formulate plans and demands to bring before the next legislature, and we earnestly invite all independent shippers and fellow sufferers to be present at this meeting, as 'in union there is strength.'"

(Signed) A. J. Kildahl, secretary Farmers Elevator Co., Maza.
C. O. Wright, mgr. Farmers Elevator Co., Granville.
W. L. Jackman, sec'y Farmers Elevator Co., Deering, N. D.

L. E. Foss, pres. Farmers Grain, Stock & Fuel Co., Maddock, N. D.

J. A. Shervin, agent Farmers' Elevator Co., Knox, N. D.

W. J. Doheney, agent Farmers' Elevator Co., Rugby, N. D.

B. A. Enochson, sec'y Kenmare Farmers Elevator Co., Kenmare, N. D.

McDermont & Broderson Tunbridge.

D. L. Lytle, Tolley and Eckman.

The wonder is that the shippers did not long since meet and protest against being forced to suspend business. The only plausible reason for the congestion in the Northwest is that the railroads are set on keeping grain back in the country until lake navigation is closed, because, until recently, the receipts at the terminal markets fell far short of receipts for the same days of last year. This would seem to give the lie to the railroads' claim that transportation facilities had been greatly increased.

The business of North Dakota has been badly crippled by the forced suspension of the grain business, because the farmers were unable to sell their grain, hence were unable to pay their bills or buy merchandise needed.

At many stations they have been forced to sell grain which they had hauled to market, at a discount because buyer's only store-room for it was on the ground. Some buyers have refused to buy in excess of their storage capacity, even though farmers had grain in town, and those who bot grain after their elevators were full, are very dubious regarding their profits on the grain piled outside, as much of it is now covered with snow and their losses will be quite heavy in many cases.

On this page are given reports from some stations. The conditions existing at some other stations are as follows:

Courtenay, N. D.—265,000 bus. in five eltrs. and four bins and grain buying suspended.

Buchanan, N. D.—115,000 bus. in store. One empty in six weeks.

Pleasant Lake, N. D.—All eltrs. full and no cars.

Rugby, N. D.—All eltrs. full and 130 farmers' wagons waiting to be unloaded.

New Rockford, N. D.—Eight eltrs. full to the roof and 110,000 bus. of grain piled on the ground.

St. Thomas, N. D.—All eltrs. full. Only 35 cars shipped since Sept. 1.

Wales, N. D.—Eltr. capacity 190,000. All full. Shipped 27 cars during Oct. and Nov.

Crary, N. D.—Shipped 600,000 bus. of 1905 crop. All eltrs. full and few cars to be had.

Mapes, N. D.—Eltrs. full. Five cars in thirteen weeks and these delayed long on track after loading.

Deep, N. D.—Four eltrs. all full and not enuf empties to accomodate one.

HAD NO CARS ON THIS CROP.

Grain Dealers Journal: At the present time conditions are very bad. At some of our stations not a car has been received to load corn of the present crop, and at other stations but one car to date. Yours truly, Star Grain & Lumber Co., per C. A. Smith, Wellsville, Kan.

NO CARS FOR TWO MONTHS.

Grain Dealers Journal: The grain business is dull on account of our not having cars to move same. We have been unable to ship any grain for about two months. Elevators full. Had to shut down our mill for about 20 days on account being filled up and no cars to move the mill products. The growing wheat crop looks to be all right so far. We understand that there will be a new mill erected at Aulne, Kans., located on the R. I. R. R.—Yours truly, Ebel Bros., Hillsboro, Kans.

ONLY FOUR CARS SINCE OCTOBER.

Grain Dealers Journal: The car situation here is just fierce. This elevator has been filled to the roof since Sept. 13, and we can't get cars, having had only four cars to load since Oct. 29.

We have had coal ordered since Nov. 1, and no coal yet. Some coal was shipped to us Nov. 22, but is not here, Dec. 6. Other dealers are in the same boat; so there is no coal in the town.

What we are going to do is a mystery. The call for a meeting of the independent grain shippers at Valley City is not complete, but it probably will be held



10,000 bus. of Wheat on Ground at Barlow, N. D., Now Under Snow. Fotograf by Minneapolis Journal Artist.

Dec. 18. We do not know what can be done along this line, but we hope to formulate a law to compel the railroads to furnish a reasonable number of cars or go out of business in this state. We have the governor-elect with us.—Knox Elevator Co., Knox, N. D.

CAN NOT GET CARS.

Grain Dealers Journal: Our 35,000-bu. elevator is full, and as we can not get cars to ship out it means a big loss.

We have shipped only 19 cars this season, having been blocked a good share of the season for want of cars. The four other elevators here have all fared about the same as we have.

No grain has been piled on the ground at this station; but some of the farmers had to build bins at home on account of there not being room in the elevators for their grain. It does not look as if we were going to get any relief soon.—Norwich Elevator Co., Norwich, N. D.

CAR SITUATION AWFUL.

Grain Dealers Journal: The car situation this fall has been something awful. I have shipped only eleven cars; in fact, the whole northwest is tied up for the want of cars.

One instance of how we suffer by delay is furnished by a shipment of a car of flaxseed. I loaded out and billed this car of flax Nov. 15 and sold it for November delivery. To-day, Dec. 6, my commission firm informs me that the car has not yet arrived and that the party who bot it demands a loss of 4½c per bu. for non-delivery. Isn't that hell?—H. C. Korneder, mgr. Mapes Elevator Co., Mapes, N. D.

STRINGENT LAW FOR CARS.

Grain Dealers Journal: We are experiencing endless trouble in securing cars. We have a 40,000-bu. house, but find an 80,000-bu. capacity would come nearer filling our requirements.

Under present conditions of not securing cars we believe there will be a great loss to grain dealers in the northwest by not being able to fill November sales. We believe that dealers should combine to protect their interests against the railroad companies, and effect in some way more stringent legislation to compel the railroads to supply cars when needed.—A. W. Ganz, secy. Granville Elevator Co., Granville, N. D.

Car Supply in Iowa.

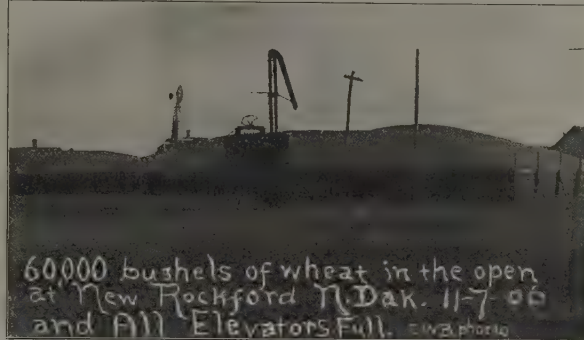
Because of the fact that farmers have been busy doing the fall work, marketing of grain has been comparatively light during the month of November, and, consequently, a less number of cars needed

by grain dealers. Reports as compiled indicate that there has been a reasonable supply of cars all over the state during November, with few exceptions.

The reports also indicate that there will be more than double the number of cars needed by grain dealers for December than in November.—Geo. A. Wells, Secy. Iowa Grn. Dirs. Ass'n.

Uniform Bill of Lading Adopted.

The fifth meeting of representatives of both the railroad and the shipping interests of the United States was held at Chicago Dec. 7, 8 and 9. C. C. McCain, pres. of the Anchor Line, was at the head of the carriers' committee, and J. E. Wilder is chairman of the shippers' committee.



Fotograf by Minneapolis Journal Artist.

How Ole Sather Captured Ten Empties.

Parkhurst, N. D., is a little station just out of Jamestown, N. D. Ole Sather, a lively and wideawake Scandinavian, manages the elevator there for Schmid & Anderson Grain Co. For weeks Sather had prayed for cars and had implored the roads to send some along, but none could be had. One day last week a train pulled north carrying empties for Carington and other competitive points. It was a big train and on a grade it stalled. The crew cut off a number of cars and in the cutoff were eight empties. They were to be picked up next morning.

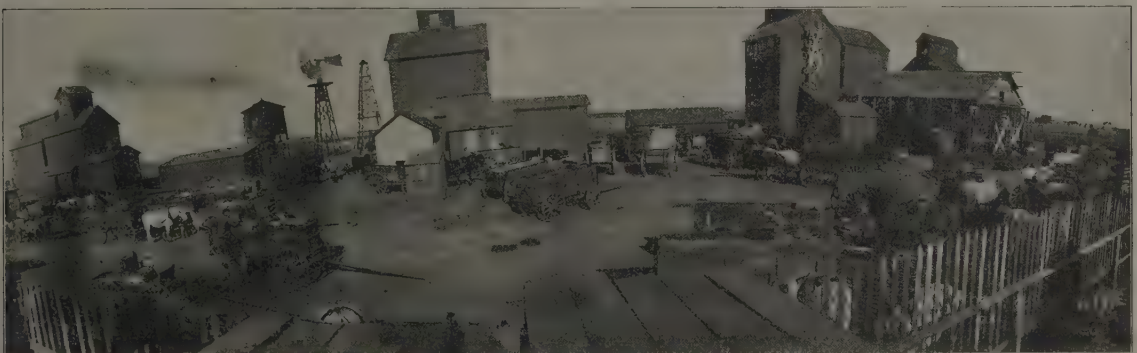
Ole Sather saw them. Like mad he dashed for home and sent out to all his friends and neighbors an emergency call. They rallied to his aid. The cars could not be moved, but the grain could be hauled to the cars. It was a race against time. Teams strained and drew the heavy wagons, lanterns swung far into the night, men labored to beat out the returning train crew, and when morning dawned the eight cars, loaded to the limit, contained 10,000 bushels of grain.

There was much railroad profanity and a threat to throw it into the snow, but wiser counsel prevailed, the loaded cars were finally moved and so 10,000 bushels of Stutsman county grain was sent to market.

An agreement was reached on a uniform bill of lading that conforms to the new rate law. The principle for which the shippers have contended all along, that the initial carrier and all its connections should be responsible for the performance of their duties as common carriers is embodied in the bill.

The precise language to be used in the new uniform bill of lading will be considered at a meeting to be held in New York next week, at which the attorneys of both the shippers and the railroads will be present, to see that its phraseology is legal and binding. At a subsequent meeting the shippers and railroads will ratify the work.

The shippers' representatives feel that they have beaten the railroads at their game of delay and won every point. The four preceding meetings at various summer resorts evidently were solely to wear out the shippers, who could ill afford to absent themselves from their businesses, while the railroad representatives rolled into the towns of Hot Springs, Ark., and Lakewood, N. J., in their private cars, ready to enjoy the pleasures of golfing, while the shippers were paying hotel bills. The shippers have declared that there is only one place to meet, that is Chicago, with perhaps a few sessions at New York.



Grain Blockade at Anamoose, N. D. All Elevators Full and No Cars. Fotograf by Minneapolis Journal Artist.

Asked— Answered

[Readers who fail to find information desired on any grain trade subject of general interest should send us their query for free publication here. The experience of your brother dealers is worth consulting.]

HAVE AGENTS A UNION?

Grain Dealers Journal: Will the readers of the Journal please state in this column whether they know of any grain buyers' elevator agents' unions in Minnesota or North Dakota, giving the address of their headquarters.—S. Gudmundson, Backoo, N. D.

NON-FREEZING SOLUTION.

Grain Dealers Journal: I take the liberty of supplying a more detailed reply to one of the inquiries concerning the use of calcium chloride for preparing a non-freezing solution.

In your issue of Nov. 25th on page 579 you answer an inquiry as to the amount of calcium chloride necessary to mix with 700 gallons of water to prevent the solution from freezing. While no specified freezing temperature is mentioned, you have advised four pounds to the gallon of solution as able to withstand a freezing temperature of 27 degrees below zero. As a matter of fact four pounds of high grade calcium chloride free from impurities such as other salts will not freeze at 42 below zero.

For the benefit of the many readers of the Journal I give the following table for making solutions able to stand all ordinary temperatures.

Specific Gravity.	Per Cu. Ft. Solution.	Per Gal. Solution.	Freezing Point.
1.250	28.06 lbs.	3.76 lbs.	32.4°F
1.225	26.06	3.36	-19.5
1.200	22.05	2.95	-9.7
1.175	19.15	2.56	Zero
1.150	16.26	2.18	7.5
1.125	13.47	1.80	13.3
1.100	10.70	1.43	18.5

Calcium chloride is usually sold in sheet iron drums containing 640 pounds and known as commercial calcium chloride. This product should contain less than 25 per cent water and the balance practically pure calcium.

Recently for the benefit of small users calcium has been put up in barrels containing approximately 300 pounds of the product in a granulated form. This form is particularly adapted for supplying fire buckets, engine cylinder, solutions and exposed hydraulic elevators, etc.

The importance of securing a first class product free from acids or other chlorides cannot be too strongly urged on the prospective buyer. The presence of impurities greatly reduces the value of the solution, either for fire protection or for use in an engine cooling jacket.

The presence for instance of common salt in the calcium chloride, a large per cent of which is found in the cheaper grades, becomes of no value for freezing solutions below zero. At this temperature it is rapidly precipitated and forms at the bottom as a solid.

The presence of water is also a dead loss. This, however, cannot be wholly driven off except at a high cost and 25 per cent is the amount left in the best grade, while the cheaper grades contain as high as 60 per cent water.

The presence of any acidity will attack the softer metals such as solder, alu-

minum, etc., being particularly injurious to the cooling jackets of fine gasoline engines such as are used on automobiles.

A mixture of pure calcium chloride of sufficient strength to withstand the acquired freezing temperature has the following merits which a reputable concern should be able to guarantee for their product.

It does not evaporate.

It does not become foul.

It has practically no effect on iron.

It cannot freeze even at very low temperatures.

Thos. C. McKee.

WHERE TO PROCURE CALCIUM CHLORIDE?

Grain Dealers Journal: We wish to order calcium chloride to keep water from freezing in gasoline engine; and wish information from whom we can procure it.—Prague Mill & Elevator Co., Prague, Okla.

Ans.: The names of firms supplying calcium chloride are given in the advertising columns of the Journal.

(Continued from 3d column.)

an average. The past month has been favorable for its growth, there having been a sufficiency of moisture with no freezing weather, hence the plant is now strong set and thriving. The late sown wheat is small, but of good stand. From present indications wheat should go into winter in fine condition. There is but little complaint of damage by Hessian fly, the average for the state being estimated at 1.5 per cent. The corn harvest this year has been most bountiful, and on approximately the same acreage compared with last year the total production this year exceeds that estimated crop by 16,507,626 bus. The average production per acre is perhaps the greatest in Ohio's history, being estimated at 43.5 bus. The area as reported by the township assessors is 2,892,809 acres, giving a total production for the state as a whole of 125,849,065 bus. In many sections of the state husking has been delayed by wet weather, and there is also some little complaint of damage by mold. The quality of the crop generally, however, is equal to an average. The average date cribbing began was Oct. 16 and 3 per cent of the crop has been put into silo.

Trinidad, Wash.—In spite of the dry weather the crop has been fairly good, some of the wheat testing 65 lbs. to the bu. and the yield averaging from 15 to 32 bus. per acre of good quality.—H. K.

Government Report.

Washington, D. C., Dec. 10.—The crop reporting board of the bureau of statistics of the Department of Agriculture finds, from the reports of the correspondents and agents of the bureau, in conjunction with information derived from other sources, that the estimate made last December of the area sown to winter wheat in 1905 should have indicated 31,312,000 acres, instead of 31,341,000 acres; also that last December's estimate of the area sown to winter rye in 1905 should have indicated 2,100,000 acres, instead of 1,129,000 acres. The corrected figures are used as bases in computing the area sown to each crop this fall.

The newly seeded area of winter wheat is estimated as being 4.1 per cent greater than the area sown in the fall of 1904, equivalent to an increase of 353,000 acres and a total acreage of 31,665,000. The condition of winter wheat on Dec. 1 was 94.1, as compared with 94.1 on Dec. 1, 1905; 82.9 at the corresponding date in 1904, and a nine year average of 92.9.

Indiana has the best increase in acreage of winter wheat, gaining 17 per cent. Illinois increased 15 per cent, Nebraska 5, Kansas 4, and Ohio 3 per cent. The decreases were 5 per cent in California, 12 per cent in Oklahoma, and 14 per cent in Michigan, while Pennsylvania and Texas are unchanged.

The newly seeded area of winter rye is estimated as being 1.9 per cent less than the area sown in the fall of 1905, equivalent to a decrease of 39,000 acres and a total acreage of 2,067,000. The condition of winter rye on Dec. 1 was 95.2, as compared with 95.4 on Dec. 1, 1905; 90.5 at the corresponding date in 1904, and a nine year average of 95.8.

Crop Reports

Galesburg, Ill.—Corn husking just about completed in this section. The crop is an average one, running from 20 bu. to 80 bu. per acre. Farmers are not disposed to sell a great deal of corn at present prices. Winter wheat looking fairly well.—N. R. Moore & Co.

Bloomington, Ill.—We are experiencing a cold wave, and it is to be hoped it will last some time. The corn is now becoming dry enuf to grade if the rotten ears are properly sorted out; but grades bad unless it is so treated. The yield was good, from 45 to 65 bus. per acre.—J. E. Hawthorne.

Wallo, Laporte Po. O., Ind.—Farmers have begun to market new corn quite freely. The crop is not so large as last year but of good quality with very little dry rot.—C. H. Johnston.

Linden, Ind.—Less corn is cribbed and less corn bot and sold by dealers in Ohio, Indiana and Illinois than there has been for 20 years. Farmers are slow to sell. Dealers are afraid to sell a car of corn until they have the car on side track and the doors in. Just as Indiana elevator men felt safe to commence receiving new corn there came a 4-days' rain, putting back for 10 days the drying of corn.—J. D. McClean of Peoria, Ill.

Des Moines, Ia.—The new corn shipped during Nov. from Iowa graded as follows: 2 per cent No. 2, 57 per cent No. 3, 34 per cent No. 4, and 7 per cent no grade. By Dec. 1, 83 per cent of the corn was husked.—Geo. A. Wells, secy., Iowa Grain Dealers Ass'n.

Caro, Fondra, P. O. Ia.—Corn in this locality is of good quality, dry with very little dry rot, averages from 50 to 75 bus. per acre and is being sold by some farmers at 30c per bu. Very little oats is on the farmers' hands.—L. E. Bingham, mgr., Western Eltr. Co.

Haven, Kan.—Growing wheat never looked finer and is in excellent shape for the winter.—Agt., A. L. Weedman.

Topeka, Kan.—The total yield of winter and spring wheat was 93,292,980 bus., 21 per cent greater than last year and 28,000,000 bus., or 43 per cent more than in 1904 and is the second largest crop ever produced by Kansas. The yield of spring wheat was 2,136,000 bus. The conditions for the fall-sown wheat have been quite generally excellent from the beginning, especially in the majority of the main wheat-growing counties throughout the state. The lower counties are confined mostly to the northeastern counties, but the recent beneficial snow—and rain—falls have not only doubtless materially improved the situation there but proved of incalculable benefit to the growing wheat elsewhere. The highest average condition is in the lower counties; Greeley reports 104, Rooks 103, Graham and Wallace each 102, and nineteen others each 100; the general average for the state being 93.7 per cent, or 13.3 points above that reported at about the same date for the growing wheat of one year ago, and higher than at any similar time within the past few years. Reports indicate that the area sown is considerably increased, correspondents agreeing quite unanimously upon this. This year's corn crop was harvested from 6,584,535 acres, 3.16 per cent less than the acreage of last year and averaged 28.3 bus. per acre, making a total of 187,021,214 bus. Oats yielded 26,550,919 bus., rye 711,118 bus., barley 7,231,947 bus., buckwheat 6,161 bus. and broomcorn 10,710,665 lbs., as reported by F. D. Coburn, secy., Kansas State Board of Agriculture.

Lincoln, Neb.—According to the state statistics issued Dec. 4, the total production of corn was 241,383,537 bus., compared with 343,713,244 bus. in 1905.—R. A. M.

Buffalo, N. Y.—The sudden freeze-up from this section eastward which did not occur in the west, would have been very damaging to the new winter wheat crop, were it not for the promise to firm but for the good fall of snow preceding it.—J. C.

Columbus, O.—The Ohio Dept. of Agriculture reports 42 per cent of the wheat crop sold as soon as threshed and 70 per cent damaged by white grub. The condition of the growing wheat shows an improvement since the last report, being now estimated at 98 per cent, compared with

(Continued to 2d column.)

Cincinnati Will Lower Its Grades of Hay.

BY H. W. KRESS.

The Cincinnati hay market has been given a black eye, so to speak, by a great many shippers over Ohio, Indiana and Michigan. There, certainly must be a cause for all this feeling or it would not exist. Up until a short time ago I was a shipper of grain and hay, but I am at present a buyer, representing firms at different terminal markets. The grading of hay at Cincinnati is according to the rules laid down by the National Hay Ass'n, at least Cincinnati has adopted these grades, the same as Baltimore, Pittsburg and various other exchanges.

Two-thirds of my time is spent in calling upon shippers and I have had language poured forth at me not written in the dictionary when I explained I was buying hay for Cincinnati. The charges passed out for me to explain were enuf to give a fellow gray hair.

Did I buy any hay for Cincinnati? Yes, quite a bit, with a guarantee against a raw deal on inspection, so it is up to the house handling my hay in Cincinnati to show their hand, as I bot considerable hay subject to their own private inspection.

When I found that lots of shippers were shipping hay to eastern markets at seventy-five cents to a dollar and seventy-five cents less than Cincinnati was willing to pay for it (freight difference considered) I knew there was something radically wrong.

My Pittsburg house told me what they were paying for No. 1 Timothy Hay, also that they were getting lots of it at the prices named, the prices being over a dollar less on the ton than Cincinnati was glad to pay for it. To convince myself further, I went along the main line of the Pennsylvania road between Upper Sandusky and Van Wert, O., and found that hay was running to Pittsburg, Pa., at \$18.00 delivered at \$2.80 a ton freight, with Cincinnati paying \$18.50 and \$2.10 a ton freight, a difference of \$1.30 a ton. These figures speak for themselves, and I am not trying to prejudice shippers against Cincinnati as a hay market, for all the hay I have bot has been for my Cincinnati house.

Now, then, what is the trouble? Shippers would have a dozen answers for this question, but I have only one, and that is, that the Cincinnati market is grading hay too high, according to grading in competitive markets. Cincinnati must lower its standard to the united sentiment of the trade, or suffer the consequences. What good is a law with public sentiment against it?

There is no denying that Cincinnati is the gate-way to the South, and that with more lenient treatment to shippers will be the largest hay market in the country. The word "reform" is fought against more than any other word in the English language to-day, because it affects the customs in vogue either for better or worse, but if the united sentiment favors a reform you can rest assured it will be for better and not worse.

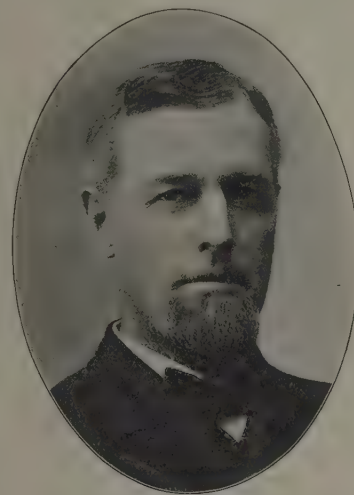
It took Cincinnati a good many years to reform its weighing system, and only after united sentiment demanded it. In its upward course for better conditions it swept one of the largest and oldest firms at Cincinnati into the reform dragnet. What effect did this have on the shippers as a whole? Simply showed them that Cincinnati had dealers who were fighting for improved local conditions.

I am glad to be able to say we have these same men with us to-day suing for more lenient grading of hay and I am informed that it will be only a few weeks before we see the reform put into actual practice.

What is to-day considered a good No. 2 will be a No. 1 Timothy and that which to-day is a good No. 3 Timothy is to be a straight No. 2 Timothy, etc. Cincinnati should not wait until the 1st of January to put the above outlined policy into actual practice, do it to-day and every hay shipper in the country will doff his hat.

Death of Earl W. Fisher.

Earl W. Fisher, who had been engaged in the grain commission business at Chicago for 41 years, died Nov. 26, at Green Bay, Wis. His death was unexpected, as he was enjoying good health at the time of his business trip to Green Bay.



Earl W. Fisher, Chicago. Deceased.

and the heart failure manifested must have been due to acute indigestion.

Mr. Fisher was born at Danielson, Conn., in February, 1841. When the civil war broke out he enlisted in the First Connecticut Heavy Artillery, and at the time of his honorable discharge four years later had risen to be first lieutenant.

After the war he went to Chicago, joining the Board of Trade in 1866 and engaging in the grain commission business, in which he has continued since, the firm name having been for three years in the '80s, Merrill & Fisher, and now Earl W. Fisher & Son.

For 40 years Mr. Fisher resided at Wheaton, where he was a leader in church work, and had held the offices of president of the town board, director of the school board and president of the Humane Society.

At the time of his death he was president of the Receivers Ass'n, and the members of that organization on the day of the funeral suspended business to attend the obsequies in a body, accompanied on the special train by the wholesale dealers in flour and feed.

Mr. Fisher is survived by the widow, two daughters and two sons, one of whom, Earl B., is a member of the firm, the other, Harry, residing in Texas. A portrait of Mr. Fisher is given in the engraving herewith.

The Milwaukee Hearing by the Interstate Commission.

At the recent hearing by the Interstate Commerce Commission at Milwaukee H. R. McCullough, 3d vice pres. of the Chicago & Northwestern Ry., testified that his company owns many elevators in small towns which it rents to grain dealers at a rental of \$5 per year; that the old Angus Smith Elevators at Milwaukee, which the road purchased two months ago, had been leased to the Rialto Elevator Co., of Chicago.

A contract was read providing that the Chicago & Northwestern contribute \$15,000, the Green Bay & Western \$20,000, and W. W. Cargill \$25,000 toward building the Cargill Elevator on railroad land at Green Bay.

O. W. Mosher admitted that the Pere Marquette Railroad at one time had a contract to pay the Northern Grain Co. 1/2 cent per bu. for transferring grain from western cars into its own cars.

John W. Thomas, state railroad commissioner, stated that repayments aggregating \$151,000 had been made by the railroads to the Northern Grain Co., but after the hearing Mr. Thomas said he had no knowledge that these alleged rebates were paid on grain shipments.

Robert Eliot testified that he did not consider mixing grain under proper conditions an iniquity.

T. H. Bevan, of Chicago, when asked by Atty. Marble what was meant by "plugging" cars, said:

"That is where they put from 100 to 200 bus. of chicken feed in the bottom of a car and cover it with good grain."

"Do you know of any specific instance where that was done?"

"Yes, sir. That I think was the regular practice at the Irondale Elevators. These elevators sent about 200 plugged cars to the Rock Island line elevators. About 100 cars were sent back."

Mr. Bevan said that the Oxford Elevator, which he managed, never did such business. But he declared that the Irondale houses followed that practice all the time he was in their employ.

L. J. Forsythe, a former grain inspector for the state of Illinois, testified that after he left the employ of the state he worked in the Irondale Elevators, and that while he was with the Irondale people he never loaded a car of contract grain that was not plugged.

"Why did you do that?" asked Judge Prouty.

"I was instructed to do it."

"From whom did you get your instructions?"

"I got my instructions from the superintendent, J. D. Sayres."

"Is he where we could get him to testify?"

"I guess he hasn't got so much money now but what you could get him. He is worse off than I am. He is out of a job, too."

"Were you discharged?"

"Yes, sir. When the Irondale people got caught at it, they had to discharge some one. That is what the superintendent told me. He said they would give me a job in Kansas City. But I said I wouldn't leave Chicago. So I'm out of a job."

The National Hay Ass'n postal card vote on the place for holding the next convention resulted in 245 for Niagara Falls, against 192 votes for all other places.

Seeds

Receipts of alsike at Toledo so far this season have been 9,647 bags, compared with 5,900 bags a year ago.

Clover seed for the March delivery at Toledo has been up against a stone wall whenever it came near \$8.50.—C. A. King & Co.

O. M. Williams recently shipped from Price, Utah, the first carload of lucern seed from Emery county. Twelve more carloads will be shipped this winter, making a total of nearly 500,000 pounds.

Kansas produced 440,639 bus. of flaxseed, 459,718 tons of millet and Hungarian and 405 bus. of castor beans in 1906, as reported by F. D. Coburn, secy. Kansas Dept. of Agriculture.

D. E. King, industrial commissioner of the Iron Mountain Railroad, has been informed by Professor S. A. Knapp of Lake Charles, La., that the planting and cultivation of rice will kill the noxious weed known as Johnson grass.

New York imported during the week ending Dec. 8 960 bags of clover seed, against 675 bags for the preceding week. Exports for the week were 2,649 bags, compared with 268 bags exported during the corresponding week a year ago.

No disposition is manifested at Toledo on the part of local or outside dealers to get control of the contract clover seed. Interior dealers have been and are still the principal longs of futures, encouraged by the short crop home and in Canada. Large dealers are nearly all carrying some cash seed, mostly low grades.—C. A. King & Co.

Unusually large sales of grass seeds have been made both at Milwaukee and Chicago this year, and there is every indication that the big supply of timothy seed carried over from former crops will be cleaned up before the end of the season or about April 1. Sales since the season opened about Sept. 1 have been very close to the high record.—S. G. Courteen.

The Ohio Department of Agriculture reports the area of clover seed sown in 1905 cut for seed to have been 23 per cent and the average yield per acre to have been 1.01 bus.; compared with 1.18 bus. reported in December, 1905. This indicates the smallest crop on record, since both the percentage cut for seed and the yield are the smallest ever reported.

Toledo received during the week ending Dec. 8 1,341 bags of clover seed and shipped 124 bags, against 2,165 bags received and 2,343 shipped for the corresponding week of last year. Receipts for the season prior to Dec. 8 have been 23,086 bags and the shipments 5,037 bags; compared with receipts of 55,529 bags and shipments of 8,219 bags for the corresponding period of last year.

A variety of corn that yields from 75 to 100 bus. of shelled corn to the acre has been developed at the University of Wis. college of agriculture experiment farm by Agronomist R. A. Moore. This corn, which is known as "Wisconsin No. 7" or "Silver King," is the triumph of four years' experimentation and shows the possibility of producing phenomenal results by careful methods of selection.

In reply to a query as to why isn't the biggest ear of corn the best for seed, that is the one that has the greatest weight of shelled corn, raised on an average soil

and under such conditions as are general over the field, it was stated that the results from experimenting by an Iowa party who selected choice seed carefully, planted and from this crop again made a careful selection and planted, found that the resulting crop that the heavy yielding ears are the medium sized ears.

Professor W. A. Wheeler will resign his position with the South Dakota Agricultural College at Brookings, S. D., to take personal charge of the Dakota Improved Seed Co., which has been organized at Mitchell, S. D., with \$100,000 capital stock. The officers of the company are L. R. Erskine of Highmore, pres., J. T. Morrow of Mitchell, vice pres., W. A. Wheeler, secy. and mgr., and S. E. Morris, treas. One-fourth of the capital stock has been paid in. Mr. Erskine will remove to Mitchell to aid in building up the business.

London, Eng.—This year there is a large crop of English clover seed; there is not a large crop of foreign seed, and taking into consideration the large English crop, good prices are obtainable now. Unfortunately a great many English farmers will not thresh their clover seed until the spring (the sowing time); this is too late, as the bulk of the trade is done between now and the early part of the year. The best and biggest seed merchants must buy early in order to clean and test their seeds, and the export business will not wait for the English seed if it is in the stack.—W. H. & H. Le May.

A seed laboratory for the purpose of testing the purity and vitality of farm seeds is to be established at Calgary, Canada, in charge of W. C. McKillican. The laboratory will be open to the public Jan. 1, 1907, and any seeds sent by farmers or seed merchants, addressed to the Dominion Department of Agriculture, Seed Laboratory, will be examined free of charge. Regular postal rates must be paid to Calgary, however, while samples sent to the central seed laboratory at Ottawa go postage free. "Purity," "germination" or both should be marked on the samples according to the test wished by the sender.

The great objection to free seeds, next to their utter worthlessness, is the contemptuous insult to the intelligence of the agricultural population which their distribution implies. It is supposed by the average congressman that this kind of recognition exalts him in the esteem of his constituents, that it creates a sense of obligation to be discharged only by voting for the member who distributes them. The farmer is supposed to believe that the representative is not only watching the interests of the district, but exercising a jealous care of the personal welfare of the voter. All of which is unadulterated rot.—Houston Post.

Chicago received during the week ending Dec. 8 703,600 lbs. of timothy seed, 106,649 lbs. of clover seed, 466,850 lbs. of other grass seeds, and 41,700 bus. of flaxseed; compared with 408,150 lbs. of timothy seed, 12,291 lbs. of clover seed, 259,540 lbs. of other grass seeds and 81,480 bus. of flaxseed, for the corresponding week of last year. Shipments for the week have been 213,240 lbs. of timothy seed, 42,539 lbs. of clover seed, 887,131 lbs. of other grass seeds, and 3,340 bus. of flaxseed; compared with 115,372 lbs. of timothy seed, 28,390 lbs. of clover seed, 850,126 lbs. of other grass seeds, and 1,432 bus. of flaxseed, during the corresponding week of 1905.

The new grass seeds are unfortunately

not coming out in proportion to the anticipated crop. The weather is all against it; when the frosts set in a big supply may confidently be expected, but so far the demand is ahead of the supply. The big yield seems undisputed. There has been a complete absence of importations of foreign seed. Operators hope this may continue, so that the home seed may be used for the entire home demand—a possibility they have not experienced for many years. There seems a curious similarity with all the Continental sources of supply, compared to our own. All are singularly backward; consequently demand is getting ahead of supply, and prices naturally nervous.—London Corn Circular.

TOLEDO SEED LETTER.

Alsike is somewhat dull, a shade easier, but not weak.

The clover seed market seems to be adjusting itself to the crop conditions, thus favoring higher prices. The state reports, giving a yield of an average of a trifle over a bushel of seed to the acre, simply goes to verify what has been previously forecasted. Inquiry for deferred shipments say January is better, the consumptive trade thus taking more interest.

The report of the import movement of seed for Baltimore is especially interesting to the local dealers. For August, September, October and November that market received a total of 9,072 bags from abroad, while a year ago there were no receipts from abroad during August, September or October. This goes to show that the crop in this country is very short, or the Baltimore dealers would not go into the foreign markets for their seed.—N. D.

Duluth Hearing by the Interstate Commerce Commission.

The hearings held by the Interstate Commerce Commission in other cities were continued at Duluth, Minn., Nov. 23, by Commissioner Prouty, assisted by Attorney Marble.

Homer Fowler stated that the Great Northern Railroad granted special bin privileges in its elevators to the Barnum Grain Co., American Linseed Co. and Spencer-Kellogg Co.

E. Schwedler stated that it was impossible to sell Wisconsin inspected grain to any firm on the Duluth Board of Trade.

Mr. Barnum characterized Wisconsin inspectors as highwaymen, denied he had received special bin privileges and stated that he bot all the grain he could find in the market regardless of origin.

W. C. MacFadden introduced the report of the North Dakota Banker's Ass'n, which had a committee visit Duluth several weeks ago, and found the earnings of one cleaning house to be \$83,000. J. T. McCarthy, the owner of the house, testified that the plant made less than half that sum during the whole crop year, and that it was the only year in which it had made money. He had sold the house this summer for \$20,000.

Homer Fowler said he had seen a copy of a Duluth Board of Trade rule that no member should buy or sell for any person within 100 miles of Duluth; that in consequence of discrimination all the grain commission offices in Superior had been closed.

J. F. McCarthy explained that the rule of the Duluth Board of Trade prohibited a member from belonging to a similar trading body within 100 miles of Duluth.

Supply Trade

Advertising is to business what steam is to machinery, the grand propelling power.—Lord Macaulay.

The Hexagon Grain Separator Co. contemplates erecting a factory at Cadillac, Mich., to make the grain and bean separator invented by J. E. Meyer of Shepherd, who is pres. of the company.

The Reliance Machinery and Mill Supply Co. has been formed and will commence business at New Orleans, La. Charles Allis of Milwaukee is president and one of the organizers.

The Howe Scale Co. of Illinois has outgrown its present quarters and is erecting a three-story building. Mr. O. B. Main who now has full charge of the business, is extending the business of the concern quite rapidly.

Manufacturers of grain handling machinery and builders of wheat elevators are advised by Consul General Michael of Calcutta, to look into the matter of supplying India with grain handling facilities, which are greatly needed.

We have just made an extensive trip from New Orleans to Mexico and made the rice raising and handling a study. We know the business can be handled much better with elevators constructed for handling rice.—Rowe & Nubson Co.

A device for cleaning and drying rough rice before it is placed in warehouses has been invented by Will V. Carroll, pres. of the Atlantic Rice Mills Co., of Beaumont, Tex. The rough rice is passed directly from the wagon of the grower into a drum-shaped receptacle, from which it emerges thoroly dried. Mr. Carroll has applied for letters patent.

I object to the term "advertising expense." Right advertising is not an expense and never was. It is an investment, a business endowment policy, which almost from the start, can be made to pay its own premiums and a large profit, besides accumulating a fund that guarantees the advertiser every dollar of his investment.—George Dyer.

How many times have you looked at your watch, satisfied yourself of the time, and a moment later been unable to tell an inquirer the time of day without an-

other inspection of the watch? The impression was too faint to last even a minute. The best advertisement is the one that makes a clear, sharp impression that will stick, and which will indissolubly link the thing advertised with the firm advertising it, and no other.—Mahin Messenger.

A contractor is entitled to recover for extra work and expense occasioned by an endeavor to follow erroneous plans, in accordance with which the building was to be constructed at a stipulated price, is the decision of the St. Louis Court of Appeals in the suit of Beattie Mfg. Co. v. Heinz, reported in 97 S. W. 188.

Where the identical machinery and equipment described in an order therefor was shipped for the buyers from the seller's factory to the place of delivery, where it arrived in due time and was discovered on the track by one of the buyers, who was there prepared to receive it and called on the seller's agent to furnish assistance in unloading the same, there was a sufficient acceptance of the order by the seller. This decision was given recently by the Supreme Court of North Dakota in the suit of the Nichols & Shepard Co. against Horstad, reported in 109 N. W. 509.

The Minneapolis Steel & Machinery Co. is distributing a booklet entitled "Steel Grain Elevators," illustrating seven steel tank grain storage plants which it has erected from its own designs, ranging in size from the complete little steel storage equipment of 16,000 bus. capacity for a country mill to the 2,750,000-bu. capacity steel tank terminal grain elevator. Included are illustrations of well executed parts of elevator equipment in steel, such as a 3-section Mayo Distributing Spout, car puller, steel elevator leg, steel elevator head, steel cleaning machine and steel belt conveyor belt support. The company will send copies of the booklet to readers of the Grain Dealers Journal on request.

A Well Equipped Office.

The better a grain dealer's office is equipped with apparatus and facilities for systematizing and facilitating his work, the easier will it be for him to do a given amount of work. In fact, a man whose office is not so equipped and his papers and records filed systematically is sorely handicapped and crippled in this day of rush, rush, rush.

It is so in any line. The business of building elevators is no exception. Illustrated herewith is the office of P. H. Pelkey at Wichita, Kans., who, for a number of years, has made a specialty of building country elevators, and built many of them thruout the Southwest.

Hearing at St. Paul by Minnesota Commission.

At the recent hearing before the Minnesota Railroad and Warehouse Commission at St. Paul, Minn., J. J. Hill testified that grain is vastly more profitable than merchandise freight; that the cost of an average freight car is about \$850; that stockholders of the Great Northern Railroad have received this year dividends of 147 per cent; that "There is no car shortage. It is a shortage of power to move cars, and is a condition at present that can not be removed."

Atty. Gen. Young: As a result of the evidence secured in the examination of Mr. Hill, showing duplicate issues of capital stock for the Great Northern's branch lines, I am considering how to bring proceedings to compel the retirement of one set of the stock, either that of the branch lines, which is still afloat and paying dividends, or that of the main line, issued for the purpose of buying up the subsidiary company. The people are now paying dividends on this double capitalization, and one or the other issue is certainly water.

J. N. Tittmore, frt. traffic mgr. M. & St. L.: Much grain is stolen from cars by clever robbers. Detectives along the Iowa line found boys making a regular custom of boring holes thru the bottoms of cars of grain, filling bags and carrying them off. We followed all these cases up, but had great difficulty in getting any convictions. There was a regular syndicate which reached clear up to the justice before whom the trials took place.

H. M. Pearce, traffic mgr. of the Omaha road, admitted that the lack of profit on less than carload freights which goes to the town merchants is made up for in rates charged on grain.

Frank T. Heffelfinger stated that the Minneapolis terminal elevators have a capacity of 38,000,000 bus. and can handle 1,000 cars a day. The mills alone handle 250 cars a day. At Duluth there is a storage capacity of 32,000,000 bus. He stated positively that it is no fault of the elevator companies, no lack of terminal storage capacity, that is delaying the shipment of grain. Grain business is almost at a standstill, and country elevators have to refuse to buy from farmers because they are filled with grain to their utmost capacity without being able to ship it to market.

Eric Olson presented a great quantity of statistics showing that the rates west of Minneapolis and St. Paul are higher than the rates west of Chicago. At the close of the hearing, Dec. 5, it appeared that the evidence favored a reduction in the rates on grain.

Receipts of Wheat and Corn at Primary Markets.

Receipts of winter and spring wheat at the leading primary markets since July 1 and prior to Dec. 10 have been 124,767,229 bus., compared with 137,724,866 bus. for the corresponding period of last year.

Corn receipts for the present crop year have been 69,417,059 bus., compared with 71,748,541 bus. for the corresponding period of last season.



Well Equipped Office of P. H. Pelkey.

Grain Trade News

ARKANSAS.

Little Rock, Ark.—F. K. Darragh has removed from Pawhuska, Okla., to this city, where he is engaged in the general warehousing business under the name Darragh Warehouse Co.

CANADA.

Brandon, Man.—The Farmers' eltr. will be rebuilt.

Carberry, Man.—I am not in the grain business this year.—Wm. Hope.

McCoon, Sask. (no P. O.)—J. G. Morrison and others are erecting a 30,000-bu. eltr.

Medicine Hat, Alta.—The Medicine Hat Milling Co. contemplates erecting a large eltr.

Winnipeg, Man.—The Anchor Eltr. & Warehousing Co. has succeeded the Anchor Cereal Co.

Ft. William, Ont.—The Consolidated Eltr. Co. incorporated. Frederick W. Young, attorney.

Fielding, Sask.—The Saskatchewan Eltr. Co.'s new eltr. is under management of Mr. Clark.

Ft. William, Ont.—Nearly 20,000,000 bus. of wheat was shipped from Port Arthur and Fort William, from Sept. 1 to Dec. 1.

Virden, Man.—Repairing will be commenced at once on the eltr. of the Farmers' Eltr. Co.'s eltr. which collapsed Oct. 1 with 40,000 bus. of wheat.

Minto, Man.—McCabe Bros., of Duluth, Minn., have bot and moved on the new line of the G. N. R. Ry. the eltrs. of the Western Grain Co. and of the International Grain Co.

Montreal, Que.—The Montreal Corn Exchange Ass'n has adopted the following rule; that in all cases not otherwise stipulated, on contracts dealing with first and second halves of a month, the first half shall extend to midnight on the 15th of 30-day months and midnight of the 16th of 31-day months.

Montreal, Que.—In the suit of the Royal Trust Co. against the Great Northern Eltr. Co. and the Great Northern Ry. Co. of Canada, the court of review has ordered the defendants to pay \$23,135 and the railway to pay an additional sum of \$15,725 in one case, and the companies jointly \$10,424, and the railway \$7,500, on a mortgage.

Winnipeg, Man.—The Grain Exchange at a recent general meeting voted against the proposition to raise the annual dues from \$20 to \$50; but the council was authorized to make assessments not to exceed \$25. Among the amendments considered were a change in the commission rule making it obligatory on firms having buyers at country stations to pay a minimum salary of \$50 per month, and a change in the method of conducting the annual election of officers.

Winnipeg, Man.—Receipts of wheat from Sept. 1 to Dec. 1 have been 28,082 cars, of which 2,631 were No. 1 hard, 11,676 No. 1 northern, 7,315 No. 2 northern and 356 of winter; compared with 32,141 cars, of which 582 were No. 1

hard, 17,833 No. 1 northern, 6,858 No. 2 northern and 63 winter for the corresponding period of last year. Receipts of other grains were: Oats 2,162 cars, barley 873 cars, and flax 361 cars; compared with oats 86 cars, barley 535 cars, and flax 208 cars for the corresponding period of last year.

Fort William, Ont.—The working house of Eltr. D of the Canadian Pacific terminal eltrs., burned Dec. 7, involving a loss of \$175,000, completely covered by insurance. The house burned in 1901 and was rebuilt, additional steel tanks being added, which with the original 16 contain 75,000 bus. of wheat and a few thousand bus. of screenings. These tanks were practically uninjured, but having no power will be unable to ship out until the completion of a new working house, which can not be until spring. Ass't Supt. Taylor advances no theory as to the cause of the fire, which is thought to have started from friction of the machinery on the 2d floor.

Winnipeg, Man.—D. W. McQuaig, pres. of the Grain Growers Grain Co. charges three members of the Grain Exchange with unlawfully conspiring to prevent competition in the sale of grain. John Love, J. C. Gage and J. G. McHugh, who are named in the information, have been summoned to appear before Police Magistrate Daly. The complaint is due to the denial by the Grain Exchange of the privileges of membership to the Grain Growers Grain Co., on account of the division of commissions by the company to farmers in proportion to the number of cars of grain consigned to the company. The Manitoba government held a council immediately to consider the prosecution of the grain dealers. The members of the Grain Exchange will welcome any decision of the courts defining their right to enforce a rule that members shall not cut the established rates of commission for the sale of grain.

Winnipeg, Man.—Section 3a of by-law 19, passed by the Grain Exchange Sept. 29, is objected to by the grain growers, and was brot up in the recent hearing before the Grain Commission. It reads: "All offers made for the purchase of grain on track at country points for immediate or prompt shipment or on a date of shipment which gives the seller the option of immediate shipment, must not exceed the current market value of grain in store at Fort William or Port Arthur elevators for immediate delivery on the same day such offers are made less the regular commission charge; provided, that no bids shall be sent to country points until after the close of the exchange market each day, and the basis of such bids shall not exceed the closing price for grain in store. Fort William and Port Arthur and such bids may be good until the opening of the market next day." The Commission is still engaged in taking testimony at interior points.

CHICAGO.

The D. Rothschild Grain Co., of Davenport, Ia., incorporated, capital stock \$200,000, capital stock in Illinois \$5,000.

The Rogers Grain Co. is putting in the

foundation for a cleaning, clipping and transfer house at Harvey, Ill.

The Chicago Barley Ass'n has not been heard of since it issued its famous Midnight Special April 17. Was ist loshe?

Chas. R. Clark has been reinstated to membership in the Board of Trade; and Jas. H. Miles has made application for reinstatement.

H. M. Bragg, formerly of Pratt & Buckley, is now on the road for Thos. Bennett & Co., covering territory in the vicinity of Decatur, Ill.

Lamson Bros. & Co., option brokers for many years, have established a receiving department, in charge of Fred Smith, formerly with the Neola Eltr. Co.

Out-of-town members of the Board of Trade are to be granted the right to vote by proxy under a proposed amendment to the rules, which has been posted for ballot.

Frank B. Rice, mgr. of the wheat department of the Nye & Jenks Grain Co., has resigned his position to return to the Star & Crescent Milling Co. as general mgr.

C. A. Hatterscheid and Ed. H. Hasenwinkle, long connected with the grain business in Bloomington, Ill., are traveling thru Ia., Minn., S. D., and Ill., for Clarence H. Thayer & Co.

W. H. Merritt & Co. have negotiated a loan of \$100,000 on their eltr. property on the Calumet River, the money to be used for building additional eltr. facilities and for general purposes.

William Tweedale has resigned his position as foreman for the Interstate Eltr. Co., on account of ill health, and contemplates later engaging in the grain business as a country shipper.

Can Mr. H. H. Farmer's Friend tell what has become of the \$50,000,000 Farmer's Nat'l Co-operative Exchange Co., which was launched on a credulous public at 161-169 Jackson blvd.?

Applications for admission to membership in the Board of Trade have been made by Herbert R. Ashbrook, M. T. Shepherdson, Henry R. Winthrop, Julien A. Ripley, Fred Lyons, James F. Hill.

S. H. Greeley, who has been executing his orders thru another firm, is now handling future orders and consignments under the name of S. H. Greeley & Co., recently incorporated, with offices in the Board of Trade bldg.

In reply to a request from S. H. Greeley the violation of rules committee has decided that a member soliciting consignments for the Chicago market is entitled to a division of non-member's rates of commission on such consignments from non-members.

Frank G. Badger has been suspended from the Board of Trade for three years on the charge of having continued in business after he knew he was insolvent. Since the death of Albert Seckel, Badger has managed the business of E. Seckel & Co., who failed in July.

An embargo on hay shipments to Chicago has been enforced by the Chicago, Milwaukee & St. Paul Ry. for the past two weeks. On account of accumulation agents were instructed to refuse to accept carload shipments of hay for re-consignment or team track delivery.

The D. Rothschild Grain Co., of Davenport, Ia., has conveyed to the National Maltng Co. the plant at Colehour, between the Lake Shore and Pa. Rys., recently purchased from the American Maltng Co., for about \$85,000. The eltr.

has capacity of from 400,000 to 500,000 bus.

T. E. Wells & Co. have taken over and are operating the Calumet River Eltr., formerly operated by the Calumet & Western Eltr. Co. previous to its failure two years ago. The warehouse has been operated by Rosenbaum Bros for the past two years. It has a capacity of 750,000 bus.

I. W. Weeks has been employed as foreman for the Interstate Eltr. Co. as successor of Wm. Tweedale. Mr. Weeks was formerly foreman of the Requa Bros. and Pennsylvania Transfer Eltrs., as well as having been connected with several of the larger eltrs. at Chicago, and has had considerable experience as a grain inspector.

By a vote of 445 to 394 the old rule permitting members to work on a salary was adopted Dec. 4, indicating that a large minority on the Board is in favor of maintaining the membership on a high plane as brokers, considering that the employment of members as clerks lowers the dignity and standing of the whole body.

The memberships of the following have recently been posted for transfer, some of them for sale to the Board: Chas. E. Gifford, Wm. Nicoll Anderson, Warren S. Lewis, Frank J. Fahey, Sigel J. Crafts, John J. Collister, Geo. H. Hubbard, Fred W. Haines, Alex G. Bower, Fred W. Scott, Peter P. McLaughlin, Otto E. Lohrke.

William R. Hennig, who in the '90s operated the world's greatest bucket-shop, known as the Consolidated Exchange, at Chicago, was shot in the leg by one of his pals on Broadway, New York, Dec. 7. Hennig's system of private wires supplied quotations to nearly 400 branch bucket-shops. In 1898 he was convicted of fraudulent use of the mails and was sentenced to a year in prison.

Geo. R. Nichols has the deep sympathy of fellow members of the Board of Trade in his sudden bereavement thru the death of his son, William H. Nichols, who, with other students, was burnt to death in a college building at Ithaca, N. Y., Dec. 7. His son was 19 years of age and a member of the senior class at Cornell University. Mr. and Mrs. Nichols, on learning of the fire, left immediately for Ithaca.

Following the reduction of the commission to $\frac{1}{8}$ cent and the restoration of traders to the salary basis, Bartlett, Frazier & Carrington placed their brokers on salary; while Kneeland, Clement & Curtis announced they will continue to pay brokerage. Several firms took back their old men on salary. About 200 solicitors for Board of Trade firms, who were paid a certain percentage of commission suddenly found themselves out of a job.

Trading in three grades of contract wheat for delivery in future months was begun on the grain call of the Board of Trade, Nov. 28. This gives millers and shippers an opportunity to buy in the open market a specified grade such as No. 1 northern, No. 2 red and No. 2 hard, instead of the regular future where the only certainty about the quality of the grain they will receive on contract is that it will be of the kind that is the cheapest at the time of delivery.

John Robitski, 32 years of age, was smothered Dec. 4 in the eltr. of John J. Badenoch. Corn meal was being loaded out of a bin $3\frac{1}{2}$ ft. wide and 11 ft. long,

and Robitski was sent down the ladder into the bin to brush off the meal adhering to the sides. For some reason unknown he left the ladder and was drawn down in the middle of the bin, the appearance of the broom handle in the chute warning the men that something was wrong. The bin bottom was removed and his body taken out.

Memberships in the Board of Trade are selling at \$2,000. Offers to sell at \$1,950 and \$1,900 were made but not accepted, and later bids were at \$2,000. In 1901 memberships sold at \$1,900 and advanced to the high point of \$4,350 in 1902 under the rigid enforcement of the commission rule. Since the adoption of the $\frac{1}{4}$ -cent commission rule memberships have fallen steadily to the present low mark, tho the Board gave support by the purchase of 40 memberships from \$3,000 down, this year, and bot 5 last year at \$3,000.

By a vote of 466 to 277 the members of the Board of Trade on Dec. 4 returned to the old commission rule making the charge on future trades $\frac{1}{8}$ cent. The proposition to reduce the commission rate gained favor rapidly late in November, members becoming convinced that customers were quietly and firmly opposed to paying the higher rate of $\frac{1}{4}$ cent. "From the tone of many letters I recently have received," said Edward G. Heeman, "I am convinced we made a serious mistake last March in raising the rate of commission to $\frac{1}{4}$ cent per bu., and that the salvation of our market depends on going back to the $\frac{1}{8}$ cent rate as quickly as possible."

Sec. 7 of Rule IV of the Board of Trade is to be amended to require members having claims against other members to file their claims with the secy., if not paid in 30 days after maturity, or forfeit their right to interpose their claim as a bar to transfer of the delinquent's membership. Upon filing of the claim the secy. will notify the debtor, who must settle in 5 days or be reported to the directors of the Board. If a member suspended under this rule does not settle his indebtedness in a year his membership will be cancelled. Ninety per cent of the market value of the canceled membership will be paid to creditor members who have complied with the rule by filing their claims.

Chas. L. Raymond, chairman of the committee appointed to investigate the public warehouse business, has resigned from the committee, largely on account of the vote in favor of placing members on salary. Mr. Raymond believes that the brokerage basis should have been retained. Recently he presented a petition for an amendment to the rules reducing the commission rate, but continuing brokers on brokerage only. In his letter of resignation Mr. Raymond said: "I do not feel justified in serving on a committee for a commercial organization whose rules, in my opinion are open to criticism as uncommercial and affording opportunities for dishonest practices." Jas. H. Milne has been appointed to serve on the committee in Mr. Raymond's place.

Edward Pogue, of Bartlett, Frazier & Carrington, in talking of the Board of Trade not being properly advertised by the free distribution of its quotations, referred to an old duck that was a resident of his father's barnyard near Edwardsville, Ill., many years ago. It seems that the duck complained to the other fowls in the yard that she was not appreciated. "See that hen over there," said the duck

one day, "she hasn't laid as many eggs as I have, nor as big ones, but she has books written about her and verses composed in her honor, while nobody is saying a word about me." "The trouble with you is," said a wise old rooster that was standing near, "that you don't tell the public what you have done. You lay an egg and waddle off to the pond beneath the willows without saying a word, but that sister of mine never lays one without letting everyone in the neighborhood know about it. If you want to cut any ice in this community you must learn to advertise."

At the trial of Geo. S. McReynolds on the charge of embezzlement Ernest A. Hamill, pres. of the Corn Exchange National Bank, testified: "I had a talk with McReynolds about 10:30 o'clock in the morning of Jan. 18, 1906, concerning loans of about \$75,000 that he owed us, and for which we held warehouse receipts of McReynolds & Co. eltr. A. I advised him to ship out the grain in the eltr. at once, and apply the proceeds toward liquidating our loan. He said the grain already had been shipped out; that there was none in the elevator. I said: 'Do you mean to say that you have shipped out the grain for which we held receipts?' He said yes. 'Do you mean to tell me,' I asked, 'that you have robbed us of that grain—of \$100,000?' He nodded his head. Mr. Hutchinson came in just then, and I said: 'Mr. Hutchinson, Mr. McReynolds has just told me that he has robbed us of \$100,000. He has shipped out the grain in eltr. A for which we hold warehouse receipts.' Mr. Hutchinson turned to Mr. McReynolds and told him that if he had done a thing like that he ought to go to the penitentiary, and that he would do all in his power to send him there." It is said the defense will be that McReynolds' loans from the banks were in the nature of private transactions and not punishable under the public warehouse law.

COLORADO.

Colorado Springs, Colo.—The R. B. Liles Grain Co. has purchased ground including a warehouse 70x130 ft. for about \$4,000.

Denver, Colo.—Chas. O. Morrison has brot suit against L. M. McCreery, L. M. McCreery & Co., and F. A. Burnell in the district court to recover \$930 alleged to be due him for hay consigned to be sold on commission. He charges fraud and that the hay was procured by the defendants without the slightest intention of paying for it.

ILLINOIS.

Sidney, Ill.—Jacob Rich has succeeded M. J. Wilson.

Gays, Ill.—A. W. Treat has succeeded Treat & Morrison.

Clinton, Ill.—The Williams Grain Co. is no longer in business.

Mattoon, Ill.—The Big Four Eltr. Co. has succeeded Jas. Kitchen.

Decatur, Ill.—Pratt & Co. and E. B. Fidler & Co. are out of business.

Bryce, Milford P. O., Ill.—The Bryce Farmers Grain Co. has purchased J. B. Wilson's eltr.

Mayview, Ill.—Joseph Stanner will succeed Mr. Peter as grain buyer for the Zorn Grain Co.

Members of the Ill. Grain Dealers Ass'n are assured of royal entertainment in Chicago June 11 and 12, 1907, on the occas-

ion of its 14th annual meeting. Every member will be expected to bring his better half.

Meredosia, Ill.—I have leased my eltrs. at Meredosia and Naples to the National Eltr. Co.—A. J. Leslie.

Reddick, Ill.—W. J. Untz has accepted the position of buyer and agt. for Bartlett, Frazier & Carrington.

Harvel, Ill.—The Harvel Grain Co., recently incorporated, has succeeded W. W. Adams & Co. and E. W. Bockewitz.

Danforth, Ill.—The creditors of E. R. Eilts have received 25 per cent of their claims and the prospect is they will receive 10 per cent more.

Champaign, Ill.—Champaign county has not been suffering from a car shortage this fall as it usually has, the requirements so far not having been heavy.

Rutland, Ill.—F. Z. Ames has taken C. L. Foucht into partnership and the new firm, under the name of Ames & Foucht, have opened an eltr.

New members recently admitted to the Illinois Grain Dealers Ass'n are: Wm. Godel, Wilmington, H. A. Stotler, Wenoona and Kautz & Maus, Latham.

Versailles, Ill.—The only dealer here having an eltr. is A. J. Leslie. Some shoveling has been done here by the Fitzsimmons & Kreider Milling Co.

Anchor, Ill.—Morris Hickey fell from a ladder a distance of 30 ft. into about 2 ft. of shelled corn in a bin of the Farmers Eltr. Co.'s eltr. recently, injuring his leg.

Atlanta, Ill.—Samuel Iddings, of Adams & Iddings, has sold his interest to his partner, W. H. Adams who will continue to operate the eltrs. here and at Mt. Joy.

S. W. Strong, secy. of the Illinois Grain Dealers Ass'n is listed by the simplified spelling board as one having adopted simplified spelling in correspondence and printing.

Sterling, Ill.—The Hammond Eltr. Co. has opened a bucket-shop here in charge of F. H. Hoyt, falsely represented in the local newspapers to be members of the Chicago Board of Trade.

Pawnee, Ill.—The James L. Brainard Grain Co. recently incorporated, will have stations here, under the management of Mr. Fletcher, of Chatham, at Clear Creek with Albert Brainard as mgr. and at Kincaid.

Peoria, Ill.—The Peoria local division of the Illinois Grain Dealers Ass'n is arranging with Professor Holden, of the state college at Ames, Iowa, to deliver an address before their organization at an early day, the subject to be "Cause of the Dry Rot in Corn."

Hoopeston, Ill.—The safe of the Illinois Lumber, Grain & Coal Co. was robbed of \$305 belonging to the Farmers Eltr. recently. A round hole had been cut in the glass above the lock of the door, by means of which the lock had been turned and entrance effected.

A strict civil service law for the grain inspection department wud prevent the political bosses from dictating the discharge or appointment of men for political reasons regardless of their ability to grade grain. The members of the grain trade owe it to their business to secure the enactment of such a law.

Springfield, Ill.—The Illinois Millers State Ass'n at its annual meeting Dec. 5 adopted resolutions protesting against the readjustment of the rate on flour compared with the rate on wheat at 30 per

cent over the carload rate on wheat. Formerly the rate on flour in lots of 2,000 lbs. or over was 20 per cent over the rate on wheat.

Troy, Ill.—H. A. Canedy is the new mgr. for Valier, Spies & Co., succeeding Leonard W. Adler who has returned to St. Jacob to assist his father in the management of the company's plant there.

Pontiac, Ill.—I think your report that the people of Illinois voted at the recent election to dispose of the Illinois and Michigan Canal, is incorrect. I believe the measure did not receive votes enough to carry. S. W. Strong.

Nearly every railroad in Illinois is a member of the Illinois Freight Ass'n, which was organized at Chicago Dec. 5, with W. H. Hosmer as chairman. The Ass'n will issue a tariff showing the rates by all lines between points in Illinois.

Springfield, Ill.—The State Railroad and Warehouse Commission held its first meeting here Dec. 4 since the appointment of W. H. Boys to succeed the late J. S. Neville. Complaints in regard to excessive switching charges were heard.

Reciprocal demurrage bills have been introduced in each of the last two sessions of the state legislature but failed of passage because shippers did not give the bills the support needed to get it on the statute books. A good law wud be worth much more to the shippers of the state than the time needed to secure its enactment.

Peoria, Ill.—The executive committee of the I. G. D. A., Edwin Beggs of Ashland, Erastus Roberts of Peoria and Geo. C. Dunaway of Utica, held a meeting at the Fey Hotel here, Monday, Nov. 26th, to consider the case of several firms, members of the Ass'n, who have refused to submit their difference with another dealer to the Board of Arbitration. Nothing was done further than to admonish the offending members that they would subject themselves to suspension or expulsion if they did not comply with the rules of the Ass'n.

INDIANA.

Andrews, Ind.—A. Wasmuth & Son have equipped their eltr. with an improved Hall Signaling Distributor.

Fortville, Ind.—The Fortville Milling Co. will build a small house.—Burl Finch, mgr., Fortville Milling Co.

Sharpsville, Ind.—John Jay Batchelor, son of J. C. Batchelor, was married recently to Miss Susie G. Barlow.

Veedersburg, Ind.—John Reichard has purchased the eltr. of E. W. Finch and will take possession Jan. 1.—H.

Argos, Ind.—E. E. Balby formerly in the grain business in Inwood, has taken a position with Isaac Reed & Son.

Indianapolis, Ind.—The Indiana Grain Dealers Ass'n will hold its annual meeting here at the Claypool hotel, Jan. 17 and 18.

Huntington, Ind.—Claude Winebrenner, of Dorrance, Kan., is a new member of the firm of J. F. Winebrenner, Son & Co.

Sheldon, Ind.—C. F. Davidson is installing a motor to drive his eltr. The power will be supplied by the Interurban Traction Co.

North Grove, Ind.—Houck & Royce deny the report that their eltr. collapsed. The house is full of corn, but the firm believes it to be all right.

Yeoman, Ind.—The Yeoman Grain Co.

incorporated, capital stock \$9,000; directors Clarence Johns, Charles C. Spencer and William H. Harnelle.

Martinsville, Ind.—E. F. Branch of the grain firm of Branch & Son is a member of the General Assembly and a candidate for the speakership.

Berne, Ind.—C. G. Egley, who failed of election to the State Assembly, is not grieving over the matter because the result was just as he expected.

Martinsville, Ind.—A correction in the new directory of Indiana dealers is to change the storage capacity of the Thornburg Milling & Eltr. Co. from 5,000 to 50,000 bus.

Clay City, Ind.—The second annual corn show of Clay County will be held here Dec. 11 and 12 in connection with the regular annual session of the farmers institute.

Decatur, Ind.—G. T. Burk of Colfax has bot the line of eltrs. of the Carroll Eltr. Co. at this place, Peterson, Curryville, Craigville and Monroe, Ind., thru John A. Rice.

Five grain dealers have been elected to the state legislature: E. F. Branch of Martinsville; Cary Jackson of Falmouth; Dr. D. P. Simison of Romney, F. I. King of Wabash and who else?

Anderson, Ind.—The preliminary organization of the Indiana Manufacturers & Shippers Ass'n was effected here Nov. 28. Edward R. Call is secy. The Ass'n will work to get relief from delay by railroads in handling shipments.

Indianapolis, Ind.—There is considerable complaint by farmers in some sections on gathering the corn that it is molding and rotting. It is suggested that a new disease has touched it and experts thus far cannot explain it.—*Indiana Farmer.*

Lafayette, Ind.—Contributions from grain dealers toward the premium fund of the Indiana Corn Growers Ass'n are solicited by the secy., Professor G. I. Christy of this city. Amounts of \$2 to \$10 will be gladly received. The premiums will be awarded at the annual Corn Show at Purdue University, Jan. 14 to 19, the purpose of which is to improve the corn crop of Indiana.

Hammond, Ind.—Maurice Quinn, aged 25, was smothered Dec. 7 in the eltr. of Sid McHie. With two others Quinn was attempting to draw off the grain from a bin. The chute thru which the grain passed was obstructed, and Quinn went down a rope ladder to clear the opening. When the chute was opened the rush of grain carried Quinn into the hole and he was buried under 8 ft. of grain. Relays of men worked 6 hours to dig out the grain and recover the body.

Indianapolis, Ind.—The official directory of Regular Grain Shippers of Indiana has just been issued by J. M. Bradford, secy. of the Indiana Grain Dealers Ass'n. Only those dealers who are permanently established in the business of buying and shipping grain are listed. The arrangement is alphabetic thruout; and following the name of each dealer at that station is the capacity of his eltr., railroad and his headquarters, when elsewhere. Each page has a liberal margin for the addition of new names and notations. Membership in the Indiana Grain Dealers Ass'n is indicated by a star prefixed. The names of receivers, track buyers and commission firms, members of the Ass'n, are given, with the trade rules of the National Ass'n, and the constitution and arbitration rules of the In-

diana Grain Dealers Ass'n, making a book of 96 pages, 5½x8½ ins., bound in a flexible paper cover.

Connersville, Ind.—The right of the railroad commission to order railroads to establish switch connections and exchange freight gives promise of causing an appeal to the state supreme court. The Big Four and C. H. & D. have resisted an order of the commission to establish a switch in this city, and announced that they will fight the commission in court. Suit has already been filed by the roads in the Fayette Circuit Court. This sets out that the switch ordered by the commission would cause an expenditure of \$18,000, and is impracticable, inasmuch as the tracks of the roads do not cross at grade. In conclusion, it avers that the legislature has no right to vest the commission with power to order railroads to establish switch connection. The commission's order was issued after a hearing, participated in by railroad representatives and prominent manufacturers, had been held here.

INDIAN TERRITORY.

Broken Arrow, I. T.—Grain shippers here have had to pile 70,000 bus. of ear corn on the ground on account of the shortage of cars.

Skiatook, I. T.—The Binding-Stevens Grain Co. has bot the mill and eltr. of the Cherokee Mill & Eltr. Co., of which S. M. Patterson was the head.

Muskogee, I. T.—The Midland Eltr. Co., composed of John Maney, pres., George C. Solberg, vice pres., and C. J. Wolaver, mgr., will erect an eltr. and warehouse between the Frisco and the Midland Valley Rys., costing about \$40,000.

IOWA.

Gilman, Ia.—The Farmers Eltr. Co. will erect a warehouse.

Woolstock, Ia.—The Farmers Eltr. Co. is building additional corn cribs.

McCallsburg, Ia.—The Western Eltr. Co. is building several corn cribs.

Storm Lake, Ia.—The Skeewis Grain Co. is putting up a large corn crib.

Oelwein, Ia.—The Agnew Grain Co. has installed a corn sheller and cleaner.

Ames, Ia.—The B. A. Lockwood Grain Co. is building an addition 30x60 ft. to its eltr.

Le Mars, Ia.—The eltr. of J. A. Sauer has been moved and is in shape to receive grain.

Westfield, Ia.—Hopkins & Co., of Akron, are building a 5,000-bu. addition to their plant here.

Callender, Ia.—The farmers have purchased the flouring mill and are converting it into an eltr.

Napier Sta., Kelly, P. O., Ia.—J. M. Johnston has bot the house here of J. S. Crooks of Boone, Ia.

Mount Ayr, Ia.—Frank McGugin has succeeded J. C. Mahaffey as mgr. for the O. A. Talbott Grain Co. of Keokuk.

Fonda, Ia.—The Tiedeman Eltr. Co. has completed an addition to its eltr. increasing the capacity from 20,000 to 50,000 bus.

Grandmound, Ia.—W. B. Heaton, of Pierson, is the new mgr. for the Northern Grain Co., succeeding L. D. Rutenebeck.

McCallsburg, Ia.—The Warren Commission Co. has bot the eltrs. here, at

Roland and at Zeiring of the Marshall Eltr. Co.

Beaver, Ia.—The Farmers Eltr. Co. has purchased and taken possession of the eltr. of the Peavey Eltr. Co. on the M. & St. L. Ry.

Lohrville, Ia.—H. E. Fleming has accepted the position of mgr. of the Farmers Eltr. Co.'s new eltr. on the Milwaukee Ry.

Humboldt, Ia.—The Farmers Eltr. Co., recently organized, has bot the Peavey Eltr. Co.'s eltr. and will begin business Jan. 1.

Rolfe, Ia.—J. H. Charlton has completed a corn eltr. with ear corn capacity of 30,000 bus. in connection with his eltr. and warehouse.

Maurice, Ia.—The Trans-Mississippi Grain Co., of Omaha, is erecting an eltr. using material taken from the old plant which was torn down.

Callender, Ia.—I am no longer with DeWolf & Wells at Ruthven but have accepted the position as mgr. for the Des Moines Eltr. Co.—C. T. Likins.

Sutherland, Ia.—E. Mann has purchased Henry Haines' plant and will operate it in connection with his Calumet house, making this point his headquarters.

Marble Rock, Ia.—Bucklen, Tabor & Co. have succeeded Bucklen & Barr Co., Barr Bros. having sold their interest to Mr. Bucklen, who in turn sold to Mr. Tabor.

Altoona, Ia.—Ralph Madagan has succeeded T. E. Haines, who has been engaged in the grain business on the Rock Island road for 37 years, and is now 75 years of age.

Sioux City, Ia.—E. F. Rosenbaum conferred with the Commercial Club recently with regard to the plans for the construction of the eltr. to be built by the Sioux City Terminal Eltr. Co.

Ottumwa, Ia.—The abandoned storage eltr. of the National Starch Co., of New York, burned Dec. 1 causing a loss of about \$15,000. It is thought that there is no insurance as the place had become the rendezvous of tramps, to whom the fire is attributed.

Sioux City, Ia.—M. G. Shepherdson, who has been representing P. B. Mann & Co., here, has joined the Chicago Board of Trade and will operate a line of eltrs. making this his headquarters. He will operate under the name of M. G. Shepherdson & Co.

Sioux City, Ia.—H. J. Hutton, of the Mystic Milling Co., has purchased from the Western Cereal Co. its 150,000-bu. house to convert it into an eltr. at once. The corn meal plant may be operated later. A side track has been applied for by William A. Slaughter, pres. of the Akron Milling Co., which contemplates the erection of a large eltr.

Des Moines, Ia.—We have recently received several inquiries regarding carload minimum weights on shipments to terminal markets located within the state of Iowa, and as to whether or not the minimum of 24,000 pounds as provided by the rules of the Iowa Railroad Commission will apply. Shippers should keep in mind the fact that the grain used by the cereal companies, glucose factories and in fact nearly all the track buyers of importance is considered as interstate business, is handled under transit arrangements, and that the regular rules of the railroad company must be used to govern the car load minimum weights on such shipments. Geo. A. Wells, secy.

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Ames, Ia.—The Iowa Corn Growers Ass'n has just issued its premium list for the fourth annual contest to be held at the agricultural college, Ames, Ia., during the short course period, Dec. 31 to Jan. 12, inclusive. The farm crops department will offer new features in the grain judging work at the short course. Instruction will be given in the commercial grading of grain, including the smaller cereals as well as corn. Special classes for advanced students will be held. Information regarding the short course will be given by the Farm Crops Dept., Ames, and copies of the premium list or other information concerning the contest will be sent on application to Secy. J. W. Jones, Ames.

Duncombe, Ia.—The generally accepted theory that land yields less from year to year does not hold good in this territory. The soil is unusually rich; a patch of ground tilled 57 years ago and never fertilized in which yearly crops, always improving in quality, have been raised ever since, yielded 50 bus. of corn per acre this season. One half of the country here consists of low lands which the farmers are draining by dredging large ditches and the future crops will beat this season's. The good quality of the corn and oats is largely due to the care taken in selecting the seeds, a result brought about by the Seed Corn Specialists conducted by Prof. Holden.—J. H. Van Devender, mgr., Western Eltr. Co.

KANSAS.

Holyrood, Kan.—The farmers eltr. is completed.

Kansas dealers will hold annual meeting at Wichita Jan. 22-23.

Hesston, Kan.—Fred H. Lacey will engage in the grain business here.

Topeka, Kan.—The enactment of a maximum freight rate law for grain is proposed.

Haven, Kan.—Joe Kenick has succeeded Geo. Noel as mgr. for the Farmers Grain Co.

Wichita, Kan.—C. M. Jackman has bot the membership of Mr. Binkley in the Wichita Board of Trade.

Wichita, Kan.—W. R. Binkley has sold his interest in the firm of Hannington & Binkley to George Hannington.

Bison, Kan.—The Humburg Lumber Co. has succeeded Humburg & Flicker, operators of the 8,000-bu. eltr. here.

Centralia, Kan.—C. B. Tripp has succeeded the Farmers Eltr. Co., taking possession of the eltr. Dec. 3.—M. G. Heald.

Topeka, Kan.—The privilege of milling in transit formerly allowed by the Union Pacific Ry. and abolished Oct. 1, has been renewed.

Hartford, Kan.—The three eltrs. here have 150 cars of wheat for immediate shipment, but cannot get cars. All the houses are filled to the roof.

Topeka, Kan.—During the past 3 years the western Kansas counties have paid \$11,907 for grain seed furnished them in 1891 and 1895, leaving \$1,997 due.

Salina, Kan.—The Shellabarger Mill & Eltr. Co.'s eltr. collapsed Nov. 29 spilling 12,000 bus. of grain and causing damage to the amount of \$3,000. The eltr. will be rebuilt.

Wichita, Kan.—The grain business has been very unsatisfactory of late owing to the shortage in cars, and the outlook is not much better, but we live in hopes

that it will not last forever.—A. R. Clark Grain Co.

Girard, Kan.—J. H. Wilson's eltr. burned recently causing a loss of \$5,000 with \$2,000 insurance on the building and \$1,500 on the grain. It will probably be rebuilt at once. H. E. Morrow, the mgr., saved the books.

Topeka, Kan.—The Kansas State Railroad Commission has brot suit against seven of the largest railroads to compel them to show what disposition is made of their cars, and to force them to furnish the proper proportion to shippers of this state.

Atchison, Kan.—The city council has filed complaint with the Interstate Commerce Commission against the free eltr. service given by the railroads at competing points, alleging it is impossible for the privately owned eltrs. at this city to continue in operation.

Wichita, Kan.—The Board of Trade recently employed A. E. Helm to call upon traffic mgrs. of the various railroads for a fair distribution of cars to the grain trade as well as to other industries. The grain shippers are in a desperate situation for lack of cars; having been unable to get cars where needed for more than a month past.

Wichita, Kan.—At a meeting of the directors of the Kansas Grain Dealers Ass'n at Atchison, Dec. 6, it was decided to hold the ninth annual meeting of the Kansas Grain Dealers Ass'n at Wichita, Kan., Jan. 22 and 23. It is expected that the meeting will be both interesting and profitable. A good attendance is expected. As a number of members are also members of the Implement Dealers Ass'n it was not deemed advisable to hold the meeting of the grain dealers the same week as the meeting of the implement dealers, who meet at Kansas City Jan. 15 and 16.

Hays City, Kan.—C. Hoffman & Son have brot suit against G. M. Cox to recover on a note for \$1,000 given by the latter. Cox alleges he has paid the note, and has brot suit against the firm for \$20,000 damages for alleged breach of contract. It is alleged that the firm contracted with Cox to have the latter buy all the wheat he could in Ellis county on a commission of 2 cents per bu. in 1903 and '04; that Cox bot of farmers 1,000,000 bus.; that subsequently Hoffman and the other buyers agreed Cox should go to Oakley and buy no more, Hoffman being permitted to buy 36 per cent of the wheat bot at Toulon and 20 per cent at Hays, and that the firm then canceled its contract with Cox.

Kansas City, Kan.—The grain inspection and weighing law of Kansas was declared void Dec. 6 by Judge Peters, special master, appointed by Judge Pollock of the United States Circuit Court. Judge Peters recommended that a decree be issued enjoining Chief Grain Inspector John W. Radford and his deputies from weighing any grain into or out of eltrs. at Kansas City, Kan. The Board of Trade of Kansas City, Mo., maintains a very efficient weighing department, the certificates of which are accepted by the trade; and the second weighing by Radford's weighmen has been fought for two years by the proprietors of the eltrs., who alleged his services were useless and an unnecessary expense.

Wellsville, Kan.—A test of the new demurrage law is being made by the Star Grain & Lumber Co., of this place, by the advice of Carr W. Taylor, atty. of the

State Railroad and Warehouse Commission. When ordering cars the company paid $\frac{1}{4}$ of the freight charges in advance and took a receipt for the amount. In some cases as much as \$300 was deposited with an application. On fifty applications for from 1 to 12 cars the Santa Fe road failed to furnish the cars when needed, causing the shipper a loss in each case varying from \$24 to \$200, on account of insurance, fall in market and shrinkage during delay, the total damages claimed aggregating \$4,473, for which suit has been brot in the district court with E. D. McKeever as atty.

Quite a number of our members who handle coal advise me that the railroad companies are confiscating practically all coal billed to them while in transit. The last legislature passed an act for the protection of coal dealers as follows: Chap. 343, Session Laws 1905, concerning payment for coal or other merchandise confiscated by Section 1. Whenever any railroad company shall confiscate, divert or convert to its own use any coal or other merchandise in transit, it shall within thirty days thereafter pay to the consignee thereof the reasonable value at place of destination of such property, less the freight charges thereon to place of destination, plus 15 per centum of the same; provided if such coal or merchandise shall have been billed to S/O then payment shall be made to the person for whom such coal or other merchandise was intended upon complying or offering to comply with terms of such orders.—E. J. Smiley, Sec'y Kan. Grain Dealers Ass'n.

Topeka, Kan.—On learning that Judge Peters had declared the Kansas grain inspection and weighing law to be void, Chief Grain Inspector John W. Radford said: "That is the kind of a report we expected. Judge Pollock said the same thing when the case was started a year ago. We will have the law amended by the next legislature. The grain dealers have been making a hard fight to get control of this business and they have been spending a great deal of money. The final decision in the case will probably not be rendered before the legislature meets and another law will be enacted at once. Judge Pollock has said that he will point out the defects in the present statute if he rules against us and we can use the decision to guide us in framing the new law." James Getty, atty. for the state grain inspection dept., says that if Judge Pollock sustains Judge Peters' recommendations, the inspection dept. will appeal to the U. S. Circuit Court.

Topeka, Kan.—Suit has been brought in the district court of Shawnee County against the A. T. & S. F. Ry. Co. for \$4,437 on account of their neglect or refusal to furnish equipment for handling grain. This is the fifth suit brought under the reciprocal demurrage law that we have been advised of and the final outcome of these suits will be watched closely by the grain trade. I would urge every member of the association who has trouble in securing cars to place his orders for cars in writing, keeping carbon copy of the order and make tender of 25 per cent of the freight charges in cash and if the Supreme Court holds the law constitutional as well read attorneys think it will you can then recover for \$1 per day per car for cars not furnished within the specified time and all loss you may have sustained on account of their neglect or inability to furnish equipment. We have positive information that many

points are being discriminated against in favor of competitive points and this evidence will be presented at the time of the trial. Any information you can furnish to this effect will be appreciated and used.—E. J. Smiley, Secy. Kans. Grn. Dirs. Ass'n.

Topeka, Kan.—A bill is to be introduced in the legislature to amend the grain inspection and weighing law. Governor Hoch has held several conferences on the proposed amendments with Chief Grain Inspector J. W. Radford, who says: It is our plan to strengthen the law as much as possible. A suit is now pending in the United States court here which would practically result in the destruction of state inspection in event it should be decided in favor of the eltr. companies that are behind the suit. In reframing the law we will try to so phrase it as to avoid certain weaknesses that now exist as shown by the decisions of the courts in other cases. Then, too, we will have a new law ready to work under in case the eltr. companies should win the suit now pending. It will be our purposes, too, to frame the bill so as to conform to a bill providing for federal grain inspection which may pass congress this winter. I am not now able to say just what provisions will be necessary in the state law to bring this about but we will know before the bill is completed. The federal authorities will, of course, inspect only inter-state shipments and it is my understanding that the plan is to have the state inspectors designated also as federal inspectors.

KENTUCKY.

Morganfield, Ky.—The Farmers Eltr. Co., recently incorporated with capital stock of \$10,000, has purchased A. Waller & Co.'s plant, taking possession of the eltr. April 1 and the corn cribs at once. G. W. Clements is pres. and B. J. Pike, secy. and treas. of the new company.

LOUISIANA.

Shreveport, La.—Hamiter & Bushey are erecting a corn mill and eltr., with steel tanks on concrete bottoms, having capacity of 15,000 bus. An 80-h.p. gas engine will be installed. E. W. Hamiter will be mgr.

New Orleans, La.—At a meeting of the rice millers, shippers and distributors of Louisiana and Texas, held at this city Nov. 28, it was decided to send to Washington a delegation of rice men to secure definite rulings on those sections of the new pure food law that affect the manufacture and distribution of rice.

New Orleans, La.—Grain exports from New Orleans from Sept. 1 to Dec. 1 amounted to 3,020,072 bus. wheat, 1,561,760 bus. corn, 65,000 bus. oats and no barley; compared with 380,000 bus. wheat, 740,519 bus. corn, 511,049 bus. oats and 140,000 bus. barley exported during the corresponding period of last year, as reported by W. L. Richeson, chief inspector of the New Orleans Board of Trade.

New Orleans, La.—R. C. Jordan, formerly manager of the Burlington Eltr., at Burlington, Ia., and later traveling inspector of eltrs. along the Santa Fe lines, will remove to this city to take charge of the three eltrs. of the Illinois Central Railroad, as the successor of John C. Fears, resigned. It is said that the change in the management of the eltrs. is due to the scandals involving T. P. Doty, who is on trial for alleged em-

bezzlement of grain, while secy. of the Central Eltr. & Warehouse Co. When Mr. Fears took charge of the Illinois Central Eltrs. in 1896 he brot with him from St. Louis many of his friends to fill the most responsible positions. T. P. Doty is a nephew of his wife. Others to whom he gave employment were Edgar Fears, his son, and his nephews, Benton Fears and Jake Fears.

MARYLAND.

Baltimore, Md.—Louis L. Jenkins has been elected to membership in the Chamber of Commerce.

Baltimore, Md.—Samuel Hilton died of suffocation recently during a fire at his place of business.

Baltimore, Md.—Chas. D. Fisher, who was formerly active in the grain export trade, lost his life Nov. 29 at Lawyers, Va., in a railroad wreck.

MICHIGAN.

Alma, Mich.—The Alma Eltr. Co. incorporated, \$10,000 capital stock.

Charlotte, Mich.—W. K. Willis has installed a 15-h.p. gas engine in his eltr.

Tekonsha, Mich.—The Tekonsha Grain Co. has succeeded Sebring, Pritchard & Co.

Dryden, Mich.—A bean picker and a furnace have been installed in McCallum's Eltr.

Clyde, Mich.—John Coogan has succeeded F. H. Warren as mgr. for the eltr. of McLaughlin Bros.

Many of the grain eltrs. in Michigan have been receiving only a car per month for loading this fall.

The reciprocal demurrage bill to be introduced in the next Michigan legislature merits the cordial support of every grain shipper in the state.

Mecosta, Mich.—G. F. Wilson's eltr. was damaged by fire to the amount of about \$150 Nov. 29. The fire started from some bags thrown against a stove pipe.

Lenox, Mich.—At 21 stations where the company has over 400 carloads of baled hay ready for shipment the Richmond Eltr. Co. was furnished but 26 cars in 6 weeks. Manager Heath has been receiving a dozen telegrams and letters daily imploring the company to make shipment, as the stock is starving.

St. Charles, Mich.—The Chesaning Grain Co. has purchased the lumber yard building of Morley Zander, employed Geo. Carson as mgr. and is installing machinery to handle all kinds of grain, beans and hay. In the spring the building will be thoroly remodeled, making an up-to-date eltr.

Muskegon, Mich.—Jacob L. Hisey, treas. and gen. mgr. of the Muskegon Milling Co., is charged with having obtained money under false pretenses, and is said to have ruined the company thru speculations on the Chicago market. His shortage is said to be \$40,000; and warrants have been issued for his arrest. Mr. Hisey returned Dec. 5 and stated that the directors of the company have known at all times his whereabouts.

MINNEAPOLIS.

The allegation by the Minnesota Farmers Exchange that the Chamber of Commerce had refused membership in the Chamber was effectively disproved by

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and conditioners for all kinds of grain are giving Universal Satisfaction and coming more in demand as the perfect work they are turning out wherever in use demonstrates to all investigators their superior work over all other makes of drying or conditioning damp, damaged or musty grain. Built in any capacity to suit purchasers. For catalog or estimates of cost write

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We manufacture a full line of elevator supplies.

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Secy. L. T. Jamme, who testified before the Interstate Commerce Commissioners recently that the financial statement furnished by the company showed it to be insolvent; that it was explained to a committee of the farmers that a better financial showing was necessary, which explanation the committee accepted. The Chamber of Commerce is still waiting for the farmers to renew their application. The Chamber is not opposed to farmers organizations, having now one such member, the Farmers Grain Co., operating 11 stations in North Dakota.

The division of business between the line companies having headquarters at Minneapolis under an agreement in force prior to Jan. 1, 1905, was related to the Interstate Commerce Commission at its recent hearing, by J. A. Hoskins, who said: "There are about 40 companies in the agreement. These persons simply secured prices, with an agreement on division of grain at eltr. points, and with a penalty of 2 cents a bu. for violation. It was an oral, not written, agreement. The penalty of 2 cents when collected, was paid to me. The agreement started eleven years ago Aug. 1. Approximately 915 eltrs. were included in the agreement. In the busy season penalties went as high as \$2,000 a month—in a year amounting to about \$16,000. There has been no so-called pooling that I know of, since August, 1905. The agreement did not apply to the crop which began to move August, 1906." Colonel S. H. Jumper, assistant postmaster at Aberdeen, who also is engaged in sending out grain quotations, said: "I send quotations to practically all grain buyers in a territory between Twin Brooks and Eureka, Edgeley and Redfield. I supply market changes to about 200 subscribers. I commenced in October 1891."

MINNESOTA.

Lakeland, Minn.—The R. E. Jones Co. is erecting an eltr.

Sargent, Minn.—W. F. Markham is the proud father of a bouncing boy.

Jasper, Minn.—The farmers in this vicinity will organize an eltr. company.

Lake Park, Minn.—J. Damschen is mgr. of the farmers eltr. now in operation.

Bird Island, Minn.—The Exchange Grain Co.'s eltr. was recently damaged by fire.

Moorhead, Minn.—The eltr. of the Dwight Baldwin Flour Mill was recently damaged by fire.

White Willow, Goodhue P. O., Minn.—Geo. F. Lally, agt., for the Minnesota Malting Co., died recently.

St. Paul, Minn.—It is thought that a bill for reciprocal demurrage will be introduced in the legislature.

Osseo, Minn.—The Dakota Eltr. Co. has purchased the Stewart Eltr. Co.'s eltr., retaining Mr. Spence as mgr.

Leeston, Minn.—The Thorpe Eltr. Co.'s eltr., containing considerable grain, burned recently and may not be rebuilt.

Duluth, Minn.—Watson & Co. have opened a stock and grain brokerage office here in charge of S. T. Welch.

Rugby, Minn.—The Rugby Roller Mill Co. will erect several eltrs. on the new extension of the C. N. Ry. to Crosby.

Meriden, Minn.—Van Dusen & Co., have nailed up the openings of their eltr. property to prevent possible loss from fire.

Mankato, Minn.—W. S. Howe, with the Hubbard & Palmer Co. for 26 years as grain buyer and inspector has resigned on account of failing health.

Osakis, Minn.—H. E. Gingery, of Iowa, who recently purchased the 20,000-bu. eltr. of the Thorpe Eltr. Co., will probably remove here, assuming the management of the house.

Rockville, Minn.—The Cargill Eltr. Co.'s eltr. burned Nov. 26. Loss \$12,000. Some wrecked freight cars had caught fire and the ensuing blaze was communicated to the eltr.

Owatonna, Minn.—An eltr., built by the Milwaukee Ry. 40 years ago and said to be the largest eltr. on the line between Minneapolis and Milwaukee, is being razed by the owner, L. Virtue, to get the lumber.

Truman, Minn.—Grain is not moving very lively as the farmers are still husking corn. We have had practically no trouble in getting cars to move this crop. The Farmers Eltr. Co. has installed a new gasoline engine.—H. A. Fuiler, Hubbard & Palmer Co.

MISSOURI.

St. Louis, Mo.—For the first time a delivery of standard oats was made this month on a December contract.

Odessa, Mo.—I am successor to Cobb & Varner, L. F. Cobb having engaged in the grain business in Texas.—Milton Varner.

La Due, Mo.—Harl Spurgeon has succeeded Henry Altringer & Co., Mr. Altringer having retired from the grain business.

St. Louis, Mo.—More than two-thirds of the members have signed the petition for the nomination of Geo. H. Plant as pres. of the Merchants Exchange.

Kansas City, Mo.—The Burlington R. R. will add steel tanks to its eltr. increasing the storage capacity 500,000 bus. The plant is operated by the Murray Eltr. Co. for which Charles T. Neal is mgr.

Kansas City, Mo.—After the recent conference with shippers the railroads adhere to their position that reassignment charges on grain at this city are proper, on account of the service performed, and will not waive their collection.

St. Louis, Mo.—A number of memberships in the Merchants Exchange have been posted for redemption, and the Exchange has so far this year redeemed about a half of the 50 memberships which the directors gave authority to redeem.

Kansas City, Mo.—The Santa Fe road is refusing to let its cars go to the Great Western and the Frisco system, alleging these lines are not returning empties. The Burlington has canceled its embargo against the Missouri Pacific.

St. Louis, Mo.—Special Agent R. M. McKenzie of Washington has been in this city recently to spy out the ground for the investigation by the Interstate Commerce Commission of the alleged combination between grain eltr. proprietors and railroad companies.

Kansas City, Mo.—The Missouri Board of Railroad Commissioners held a hearing here Dec. 8 on the complaint by the Moffatt Commission Co. against the state grain inspection department alleging incompetent and negligent inspection of grain by the department.

St. Louis, Mo.—Delinquent members of the Merchants Exchange who have not paid their bills for weighing by the Exchange Bureau were called before the

directors of the Exchange Dec. 7, to show cause. It is alleged by the delinquents that they can not be compelled to pay bills for weighing, when the weighing was done at their warehouse or on their own private scales.

St. Louis, Mo.—The directors of the Merchants Exchange held a conference with the eltr. proprietors Dec. 4, on the enforcement of the rules of the Exchange prescribing how regular eltrs. shall be conducted. The eltr. proprietors stated that it is impossible to conduct their houses according to the rules; and that if an attempt were made to compel them to obey the rules they would confine themselves to a private warehouse business. Fearing the effect of such a defection by the regular houses the directors voted to drop the matter.

MONTANA.

Bridger, Mont.—The Billings Milling & Hardware Co. will erect an eltr.

NEBRASKA.

Humphrey, Neb.—The Farmers Grain & Eltr. Co. has bot the Omaha Eltr. Co.'s eltr.

Lincoln, Neb.—A bill creating a state railroad commission is to be introduced in the legislature.

Bradish, Neb.—The Crowell Lumber & Grain Co. has installed an improved Hall Signaling Distributor.

Loup City, Neb.—The W. B. Weeks Co., of Scotia, has purchased eltrs. both here and at Schaupps.

Kearney, Neb.—The Trans-Mississippi Grain Co. will install 2 improved Hall Signaling Distributors.

Fremont, Neb.—The Fremont Stock Yard & Land Co. has installed an improved Hall Signaling Distributor.

Bee, Neb.—The Dorsey Grain Co., of Cordova, has bot the eltr. of the Farmers Eltr. Co., and placed the house.

Crofton, Neb.—Henry Roberts will place improved Hall Signaling Distributors in his eltrs. here and at Fordyce station.

Omaha, Neb.—John R. Morris and George C. Johnson both representing the Nye-Schneider-Fowler Co., are new members of the Grain Exchange.

Cozad, Neb.—The Farmers Eltr. Co. incorporated, capital stock \$10,000; incorporators, T. F. S. Rasmussen, J. F. Bacon, O. E. Riffel, W. H. Slade, H. C. Meade and others.

Omaha, Neb.—All grain firms but one in the Board of Trade bldg. are said to have signed an agreement to remove to the Brandeis bldg., which offers the Grain Exchange quarters free.

Platte Center, Neb.—The T. B. Hord Grain Co., of Central City, has purchased the eltrs. here and at Tarnov owned and operated by Mrs. K. A. Kehoe, who will retire from business and return to Canada.

Beatrice, Neb.—John W. Culver, a bucket-shop operator, has been lodged in jail on complaint by P. Dolen, a farmer, who gave Culver \$500 to invest in September corn. Dolen alleges that the money was never invested. Other victims are said to contemplate prosecuting Culver.

Omaha, Neb.—Pres. Wattles, of the Grain Exchange, has appointed the following standing committees of regular grain men: Grain: J. H. Hamilton, E. S. Westbrook, E. P. Peck, E. C. Twamley.

J. W. Holmquist, E. E. Huntley and C. Vincent. Arbitration: E. P. Peck, W. C. Sunderland, C. C. Crowell, Jr., J. S. Morris and F. T. Shinrock. Appeals: M. C. Peters, J. L. Kennedy, J. B. Thatcher, W. B. Burns and R. Beal. Eltr.: F. S. Cowgill, E. A. Cope and G. F. Barnes.

Lincoln, Neb.—The fifth annual winter corn show conducted by the Nebraska Corn Improvers' Ass'n, will be held Jan. 14 to 18, 1907. An exhibit will consist of 20 ears, of which 10 will be judged, the prize corn being sold at auction for the benefit of the ass'n after the show. Seed corn brot \$100 per bu, last year, the highest price on record. A number of cash prizes will be offered as usual. For further particulars, Secy. E. G. Montgomery, Station A, may be addressed.

OMAHA LETTER.

Secy. McVann of the Grain Exchange has gone to Washington as the exchange's delegate to the National Rivers and Harbors Congress.

The Exchange Grain Co. is operating the option board in the office of the Lyons-Weeks Grain Co. and Vice-Pres. George C. Barnes is in charge.

Receipts of grain at Omaha this year to November 31 exceed the total for the entire year of 1905 by 4,590,000 bus, and local elevator men predict the year will finish with 45,000,000 bus., as against 34,523,000 bus. last year.

The new system of weighing adopted by the Omaha Grain Exchange has been in operation since Dec. 1 and the members are expressing much satisfaction over it. They think the exchange will gain much by establishing a reputation for reliable weights.

Local elevator men report liberal acceptances of corn in the last few days. Movement has been very light so far, but it is expected to assume fairly large proportions by the end of another week. All grain that has arrived to date has graded No. 4, owing to the condition of the weather. George B. Powell, chief inspector of the Grain Exchange, says the corn is plump and solid and will all grade No. 3, after the first good freeze and will eventually grade No. 2.—R.A.M.

NEW JERSEY.

Mount Holly, N. J.—Fennimore Bros.' eltr. and buildings burned Nov. 30. Loss \$16,000. Insurance, \$12,000.

Hackensack, N. J.—The Hackensack Grain & Hay Co. incorporated, capital stock \$25,000; incorporators: Cornelius B. Demarest, Joseph Kinzley, Jr., and E. Walsh. The company's eltr. is on the Susquehanna Ry.

NEW ENGLAND.

Boston, Mass.—Stanley E. Faithful is secy. and mgr. and Arthur H. Merritt treas. of the Chapin Grain Co., newly incorporated.

Springfield, Mass.—Geo. E. Adams, former mgr. for E. Crosby & Co., Brattleboro, Vt., has succeeded Van Deusen & Foley and will reside here.

Springfield, Mass.—David Stott and others of Detroit, Wis., have invested in the Springfield Flour & Grain Co., taking over the warehouse and eltr. Mr. Stott is vice pres.

Hartford, Conn.—Smith, Northam & Co., dissolved Nov. 30, succeeded by Smith, Northam & Co., incorporated, capital stock \$100,000; incorporators, Emlyn Mitchell, pres., Russell C. North-

am, vice pres., Clair S. Hutchison, secy. and treas. and others.

NEW YORK.

Syracuse, N. Y.—The General Flour & Feed Co. will erect an eltr. and warehouse.

New York, N. Y.—The Farmers Feed Co., of which G. T. Todd is pres., will enlarge its warehouse at the cost of \$50,000.

New York, N. Y.—The Herbert Bradley Grain Co. incorporated, capital stock \$4,500; incorporators, F. H. Price, L. J. Lambert and Lawrence Kneeland.

New York, N. Y.—The Produce Exchange posted, as out of condition on account of the weevil ravages, 275,000 bus. of No. 2 red winter wheat stored in the Brooklyn warehouse of the Beard estate, which lately advanced its rate for wheat storage from $\frac{3}{4}$ to $\frac{3}{8}$ ¢ per bu.

BUFFALO LETTER.

Corn is flowing in by rail very fast, so that the inspectors are unusually busy, especially with this snow and cold weather. There were 144 cars of corn alone on track for inspection one day last week.

The lake fleet is now beginning to come in with cargoes of wheat and flaxseed to lay up for winter and it is expected that there will be several million bus. of each held afloat, as the eltrs. are not in position either to compete with the steamers in holding rates or to take care of the grain now on any terms.

As the Erie Canal has the present season carried a half more grain out of this port than it has in late seasons there will probably be an effort to increase the number of the old-size boats without waiting for the barge canal, which may be half a dozen years yet finishing. Meanwhile at this rate a new boat would easily pay for itself.

One shipper says it sometimes takes ten days or more to get a car from the Lake Shore road on the east side over to Black Rock. And yet the roads are said to be likely to succeed in their opposition to the proposed additional cross-town switching road. The railroad commissioners have had it under hearing for several months.

It is still "No cars" for the leading news in the grain trade and there is promise of the same thing right thru the winter, for the orders are so many now that it would take a long time to clean them up if there should be cars enuf to meet requirements, which is not likely to be the case right away, for the closing of the lakes will thro a large amount of business to the roads.

Announcement is made that the addition to the Chamber of Commerce building is practically ready for occupation, some of the tenants already beginning to move in. As it often happens that the grain dealers who occupy offices adjoining have taken additional space in the new part without leaving the old they can move at leisure. The Electric Milling & Elevator Co. is one of these, not having occupied the new part yet.

Buffalo has passed the 100,000,000-bus. point in grain receipts, the amount to Nov. 30 being 103,014,000 bus., of which nearly half was wheat. Of this amount the canal has taken out 20,604,954 bus. Buffalo and Niagara Falls use something like 20,000,000 bus. of wheat and several million bus. of corn and oats for milling. There is probably 10,000,000 bus. here in eltr. and afloat and most of the balance has been taken east by the roads.

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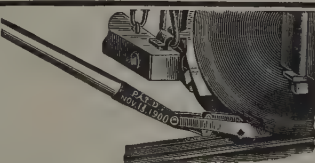
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Is designed for use by grain buyers who keep individual accounts and is ruled for facts regarding wagon loads received from farmers. Each book contains 200 pages and each page is ruled for records of 42 wagon loads. The pages are numbered and a good index is bound in front part of book. Each page can be used for one or more accounts as desired.

The pages are 8½x10½ inches and ruled with column headings as follows: Date, Article, Gross, Tare, Net, Bushels and Pounds, Price, Debit, Credit and Remarks. The paper used is heavy linen ledger, bound in heavy cloth, half Russia.

Price \$2.25

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It facilitates bookkeeping, and reduces the chance of error. Practically three books in one. 1. It is the original entry of all sales made. 2. It is the original entry on the scale weights. 3. It is the Journal from which the posting is done.

It contains spaces for 6,000 loads. Each page is ruled with column headings, as follows: Date, Ledger Folio, Purchaser, Gross, Tare, Net Pounds, Price Per Ton, Amount.

This book is 8½x14 inches and contains 150 pages of superior ledger paper. Each page is numbered. It is well bound with best binder board, covered with cloth, has leather back and round leather corners. Price, \$1.75.

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The Corn Exchange has arranged for receiving notices of arrivals of cars of grain at the office of the inspection department direct and rules that where there is to be an appeal from the inspection it must be made before 1 p. m. of the day following the date of the inspection. In case no notice is received of grain to be inspected the owner is directed to make this demand on the order book kept for that purpose in the inspection office. All charges will be made to the consignee, unless it can be satisfactorily shown that they should be paid by someone else.—J. C.

NORTH DAKOTA.

Sykeston, N. D.—T. H. and C. S. Cousins will build an eltr.

Forest River, N. D.—The Northland Eltr. Co.'s eltr. recently burned.

Edgeley, N. D.—The farmers in this vicinity contemplate organizing to build an eltr.

Hoffman, N. D.—Olaf Studien has accepted the position of mgr. for the Farmers Eltr. Co.

Embsen, N. D.—The Farmers Eltr. Co.'s eltr. was recently damaged by fire to the amount of \$1,000.

Chaseley, N. D.—Snow in this section is heavy and on account of the car shortage almost all of the eltrs. are full.

Mapes, N. D.—H. C. Kornder, formerly with the Minneapolis & Northern Eltr. Co., is now agent for the Farmers Eltr. Co.

Souris, N. D.—E. and A. Nelson have bot the eltr. of A. L. Foster and will continue the business as E. Nelson & Co.—E. Nelson.

Williston, N. D.—Mr. Pope, mgr. of one of the eltrs. here, was nearly asphyxiated recently by vapors escaping from the gasoline engine.

Granville, N. D.—The Farmers Eltr. Co. has employed as manager C. O. Wright, an old grain buyer of Vermilion, Ill., and contemplates handling coal.

Crocus, N. D.—Winter & Ames Co., of Minneapolis, Minn., has purchased the eltr. occupied by the Dakota Eltr. Co.—Frank Bossan, agt., Winter & Ames Co.

Fingal, N. D.—The Atlantic Eltr. Co. is erecting a 20,000-bu. eltr. The Farmers Eltr. Co. and the Woodworth Eltr. Co. will probably build similar houses.

Crystal, N. D.—The Farmers Eltr. Co. has installed a cleaning machine, rather than lose the seeds and pay freight to give them away. The company, which was incorporated in August has a new eltr., of 35,000 bus. capacity, built by Geo. Tibert of the Agricultural College, Geo. E. Springsted is mgr.

Crary, N. D.—Eltrs. are blocked here for want of cars. The Minnesota & Western Eltr. Co. is erecting an annex to its eltr., 60x24 ft., with capacity of about 25,000 bus. The Nicholson Eltr. Co. is increasing the capacity of its eltr. 70,000 bus. and erecting an addition for flour and feed.—D. W. Hunter, agt. St. Anthony & Dakota Eltr. Co.

By request of the Interstate Commerce Commission Congressman Marshall of North Dakota will scour the state for evidence of car shortage conditions to be presented to the Commission at its Minneapolis hearing. Mr. Marshall is himself a grain dealer and knows how damaging the lack of cars is to the trade. On the presentation of specific facts the

Commission is expected to make recommendations that will prove effective, even perhaps enforcing drastic regulations for reciprocal demurrage.

Fargo, N. D.—A movement is on foot to establish North Dakota state grain inspection. It is said that the farmers and the bankers ass'n are interested. The plan is to erect terminal eltrs. at this city, Wahpeton and Grand Forks, at which the grain is to be graded before leaving the state, durum wheat to go thru for export on the North Dakota inspection. Before the inspection can be established a bill must be introduced into the state legislature prescribing the fees to be paid for the service and making regulations for the appointment of the officeholders.

Parkhurst Sta., Jamestown P. O., N. D.—Ole Sather, mgr. of the eltr. here for the Schmid & Anderson Grain Co. who used to be a section boss on the railroad, solved the car shortage problem effectively. Sather had prayed for cars for weeks, but not one could be had. One day a train going thru with a line of empties for competitive points was stalled on the grade. The crew cut off a number of the empties to be picked up the next morning. Ole Sather saw them. The cars could not be moved to the eltr., but, rallying all his neighbors, Sather hauled grain all night and filled the cars where they stood.

OHIO.

Gomer, O.—T. J. Watkins has succeeded Watkins & Co., proprietors of the eltr. on the C. L. & N. Ry.

Cincinnati, O.—The Chamber of Commerce will adopt a more liberal standard in grading hay after Jan. 1.

Chardon, O.—H. Young has erected an eltr. in connection with his feed mill on the B. & O. Ry., installing a 25-h.p. gasoline engine.

Morral, O.—The Barnhouse Grain & Seed Co. has been compelled to quit business, it is reported, on account of becoming too heavily involved.

Toledo, O.—Mrs. Annie G. Reynolds, aged 48 years, wife of Charles D. Reynolds, of Reynolds Bros., died of cancer on the 3rd of the month.—D.

Caledonia, O.—Mrs. Della Thure, having been in the mill business since her girlhood, has been appointed receiver for B. M. Holcomb & Son, grain dealers and millers.

Mansfield, O.—The Goemann Grain Co., of Toledo, has erected 6 concrete tanks with capacity of 175,000 bus., and installed a drier of 12,000 bus. a day capacity.

Cincinnati, O.—The Mill Creek Valley Starch Co., of Cumminsville, has purchased M. J. Ferrin's wood alcohol plant and will remove here, expecting to use 1,000 bus. of corn a day.

Cavett, O.—Business is at a standstill, as dealers are unable to get cars fast enuf to move their purchases. Many eltrs. are closed against receipts, on the C. N. and some of those on the Pennsylvania lines.—Pierce Grain & Hay Co.

Gibsonburg, O.—Fred A. Zorn, of the Zorn Hornung Co., died Nov. 20. He had been afflicted with cancer for some time and had been in poor health since catching his hand in a grinding machine in his eltr., necessitating its amputation to save his arm.

St. Marys, O.—The McMorran Bros. Co. has remodeled its eltr. recently purchased from S. Van Steenberg. The

mgr., C. M. Duncan, will sever his connection with the company to join his father John Duncan of St. Paris, where they have purchased the eltr. of W. J. Jenkins and will engage in business under the firm name of Duncan & Son.

Toledo, O.—The directors of the Produce Exchange have approved an amendment to the rules making the commission rate on grain in less than 5,000-bu. lots ¾ cent. Hitherto the charge on small lots of 1,000 to 4,000 has been ¼ cent. The reduction will induce traders in small lots who have placed their orders with bucketshops to patronize the Produce Exchange.

The uncertainty of weather and boats has at last turned sentiment against Put-in-Bay as the perpetual meeting place of the Ohio Grain Dealers Ass'n. Association officers do not expect to find a more delightful rendezvous, but have their eye on "The Breakers" at Cedar Point near Sandusky. If called there landlubbers will not have to take a boat ride unless they wish to do so.

Columbus, O.—I note the display article of D. S. Cook & Co. Corn Contest. This idea originated with the undersigned who is the sole owner of the firm of D. S. Cook & Co. I mention this so that you may know that "I practice what I preach," that is, the ideas to which you call attention in your article captioned "Interesting the Farmer." I realize that to produce conditions, mutually profitable to the producer and the dealer, perfect co-operation and confidence in business relations must exist.—J. W. McCord.

Toledo, O.—Receipts of corn for November showed 48 per cent to have graded contract, No. 3 or better. Only 13 per cent of the total receipts of the month were n. e. g. The condition for shipping is growing more favorable, now that colder weather has arrived. Wheat is grading better, as 86 2/3 per cent of the receipts for November graded contract. Oats made a bad showing, as only 64 per cent of the receipts for the month went as contract. Rye is all grading contract, but the receipts are very small.—D.

Toledo, O.—The Produce Exchange has adopted the following rule: In all cases not otherwise stipulated, on contracts dealing with "first half" and "second half" of a given month's shipment, it shall be understood that in the thirty day months up to midnight of the 15th shall be considered as the "first half" of said month's shipment, and that in the thirty-one day months up to midnight of the 16th shall be considered as "first half" of the said month's shipment; the remainder of the month to be considered as "second half." On contracts relating to shipment during the month of February, when the said month contains but twenty-eight days up to midnight of the 14th shall be considered as "first half" of the said month's shipment, and when this month contains twenty-nine days up to midnight of the 15th shall be considered as "first half" of said month's shipment; the remainder of the month to be considered as "second half."

AN OHIO CORN SPECIAL.

The first Special Agricultural Train, under the management of the College of Agriculture of the Ohio State University and assisted by the Ohio Grain Dealers Ass'n, will be run by the Cincinnati Northern R. R. on Dec. 26th, 27th and 28th. The train will consist of two cars, one for grain (principally corn) and the other for alfalfa.

The first stop will be at Germantown, Montgomery County, at noon on the 26th,

hereafter the schedule will be as follows: West Alexandria, Lewisburg, Savona and Greenville—spending the night at Greenville where a public meeting will be held.

The first stop on the 27th will be Ansonia, New Weston, Coldwater, Celina, Rockford and Van Wert—spending the night at Van Wert on the 27th, where a public meeting will be held.

The first stop on the morning of the 28th will be at Scott, then Paulding, Sherwood, Bryan, ending at West Unity.

Every arrangement is being made to make this the first of a series of "Corn Specials" for this State, a great success.

The instructions will be on the part of Homer C. Price, Dean of the College of Agriculture, O. S. U.; Prof. J. A. Foord, Agronomist of the College of Agriculture; Prof. Williams, Agronomist Ohio Agricultural Experiment Station; L. H. Goddard, Assistant Director and Field Representative Ohio Agricultural Experiment Station; J. W. McCord, Secy. Ohio Grain Dealers Ass'n, will accompany the train and will have with him E. H. Culver, Chief Inspector Toledo Produce Exchange, also several prominent grain dealers, members of the Association. Arrangements are being made with the grain dealers along the route to insure a large attendance of farmers, and a special effort is being made to have the farmers and the dealers co-operate in arousing interest.

OKLAHOMA

Hinton, Okla.—The 20,000-bu. corn house is being erected for Zobisch Bros., and not for the Hinton Milling Co., as stated.

Oklahoma City, Okla.—The Roberts Grain Co. incorporated, capital stock \$10,000; incorporators S. M. Alexander, Ft. Worth, Tex., G. L. Rule, Long Wolf, and C. C. Roberts, Jr.

Oklahoma City, Okla.—The Kiowa-Caddo Stock & Grain Co. reincorporated, capital stock increased from \$50,000 to \$150,000; incorporators Fred Brastad, Robert Henderson, Jr., and Estella Brastad.

Hobart, Okla.—John Willis Dickson, formerly in the grain and hay business at Memphis, Tenn., is now Pres. of the Roosevelt Grn. & Eltr. Co., of Roosevelt, is a candidate for the Railroad Commission of Oklahoma.

Did you read the article on "Insurance Legislation Dictated by Stock Companies" which was published on page 583 of the Grain Dealers Journal for Nov. 25th? If you did not, it is to your interest as a property holder to read it carefully and thoughtfully.

Enid, Okla.—Attorney General W. O. Cromwell has applied for a writ of mandamus to compel the Rock Island Ry. to furnish cars for the use of shippers. The petition states that the road has ignored the repeated requests for cars, sending them elsewhere and as a result business of all kinds is tied up.

The fight in four legislatures of Indiana to gain the admission of mutual companies of other states under the same laws that had been in force in the surrounding States of Ohio, Michigan and Illinois, and with that backing of four good, strong mutual companies in Indiana, has demonstrated that it is almost impossible to get the old laws of other states modified even to that extent.

Oklahoma's new laws shud contain provisions carefully prepared by the friends of mutual insurance for the organization

of strong mutual fire insurance companies and for the admission of reliable mutuals from other states. Such legislation will guarantee property owners reliable insurance at cost and protect them from the greed of the stock fire insurance companies.

PENNSYLVANIA.

Philadelphia, Pa.—The grain trade has requested the Pennsylvania Railroad to provide up-to-date drying and cleaning equipment at the Girard Point Eltr.

Pittsburg, Pa.—The grain trade of Allegheny County will give its first annual reception and banquet at Monongahela house on the evening of Tuesday, Dec. 18.

Pittsburg, Pa.—John J. Koch, division frt. agt. of the Pennsylvania road, has given the following notice: Taking effect Dec. 4, the C. N., C. H. & D., D. & M. H. V., L. E. A. & W., T. St. L. & W., C. C. & St. L., Detroit Southern, Grand Trunk, Ohio Central Lines, P. O. & N. and Wabash railroads take a raise of two cents to Pittsburg rate points and four cents to points taking two cents arbitrary. The following roads will prorate as heretofore: A. A., A. & W., C. A. & C., G. R. & L., I. I. L., M. C., P. M., P. L. & W. and W. & L. E.

PHILADELPHIA LETTER.

Old corn is about out of the market.

The oats market has been dull and weak for some days.

Wheat has been ruling quiet and steady, with a light local and export demand.

James Hancock has lost his wife after a lingering illness with consumption.

Authentic reports have been received by the export grain men from Washington, D. C., that Congress will authorize the improvement of the Delaware river by the deepening of the Ship channel to 35 ft.

Pres. James L. King has made such an efficient popular and acceptable officer that if he desires it will probably be renominated without any opposition. Vice Pres. Koch will quite likely retire at the end of his second term, as he is largely interested in the new Mutual Trust Company which is being formed. Edmund E. Delp, who made such phenomenal run for vice pres. at the last election, only losing by a couple of votes, will be urged again for the same position.

A special meeting of the grain trade of the city was called for Dec. 10, at noon, to take final action on an import matter in the adoption of a rule recommended by the grain committee of the Commercial Exchange to be known as Rule VI, Section 8: In all cases not otherwise stipulated in contracts dealing with "first half" and "second half," of a given month's shipment, it shall be understood that in the 30-day months, up to midnight of the 15th shall be considered as the "first half" of the said month's shipment, the remainder of the month to be considered as "second half." On contracts relating to shipments during the month of February, when the said month contains but 28 days, up to midnight of the 14th, shall be considered as first half of the said month's shipment; and when the month contains 29 days, up to midnight of the 15th, shall be considered as "first half" of said month's shipment; the remainder of the month to be considered as "second half."—S. R. E.

Patent office record Nos. 592691 and 820680 cover the only legal patented

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on record and on the market.
Write to D. H. Stuhr, Davenport, Ia.

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The best Coal for Dealers to handle.

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Genuine Plymouth
Mt. Pelee 4-inch lump
Ideal Brazil Block
Silver Leaf Hocking
Smokeless, "any size"

ORDERS FILLED PROMPTLY
WRITE US

Ohio & Michigan Coal Co.

MAIN OFFICE
DETROIT, MICHIGAN

Wheat Tables

On cards.

Clark's Wheat Tables for reducing wagon load weights to bushels reduce any number of pounds up to 4,000 to bushels of 60 lbs. each.

In addition to the regular reduction table, 4 dockage tables showing the dockage on any quantity up to 4,000 lbs., at 1, 2, 3 and 5 lbs. dockage are given. Also a table for reducing any quantity flaxseed, rye or shelled corn up to 4,000 lbs. to bushels of 60 lbs.

Printed in 2 colors on heavy bristol board with eyelet to hang beside scale beam. These six tables will be sent, prepaid, for 50 cents.

Grain Dealers Co.

255 La Salle Street, - - Chicago, Ill.

SOUTH DAKOTA.

Harrisburg, S. D.—The farmers here contemplate organizing to build an eltr.

Kennebec, Hotch City P. O., S. D.—The Excelsior Mill Co. will erect a 25,000-bu. eltr.

Brentford (no P. O.), S. D.—The Pacific Eltr. Co. and the Security Eltr. Co. both of Minneapolis, Minn., are erecting eltrs.

Broadland, S. D.—The Broadland Farmers Eltr. Co. has installed new set of scales and will erect an eltr. in the spring.

Castlewood, S. D.—Keater Bros. are converting an old school house into an eltr. cribbing the center of the building and placing stone walls underneath.

Randolph (no P. O.), S. D.—A 25,000 bu. eltr. has been completed, also one at Stradford (no P. O.) by the Younglove Construction Co. for the S. Dakota Farmers Eltr. Co.

Aurora, S. D.—The farmers in this territory are forming a company with capital stock of \$15,000 to run an eltr. J. H. Biggar, M. E. Johnson, D. C. Bulen and others have been chosen directors.

Mitchell, S. D.—The South Dakota Corn Growers Ass'n will hold its meeting and corn show Dec. 18, 19 and 20. A corn school similar to those held extensively and very successfully thruout Iowa, Nebraska and Illinois will be conducted by Professor A. N. Hume of the Illinois College of Agriculture and Professor Cole of the South Dakota College of Agriculture.

SOUTHEAST.

Bessemer, Ala.—The concrete warehouse recently built by the Bessemer Grocery Co., will be occupied by J. R. Waldrop under the firm name of J. R. Waldrop & Co. Mr. Waldrop has severed his connection with the Bessemer Grocery Co., which is remodeling and will continue business in its old warehouse under the management of C. P. Crooks.

Atlanta, Ga.—One of the two laws enacted this year by the legislature to protect buyers against short weights in flour, grits and corn meal went into effect Dec. 1 and the other will become effective Jan. 1. Section 2 of the law going into effect Jan. 1 reads: It shall be unlawful for any person or persons, to pack for sale, sell, or offer for sale in this state any cornmeal except in bags or packages containing by standard weight 2 bus. or one bu. or one-half bu. or one-fourth bu. or one-eighth bu., respectively. Each bag or package of cornmeal shall have plainly printed or marked thereon, whether the meal is "bolted" or "unbolted," the amount it contains in bus. or fraction of a bu., and the weight in pounds; provided, the provisions of this section shall not apply to the retailing of meal direct to consumers from bulk stock when priced and delivered by actual weight or measure.

TENNESSEE.

Knoxville, Tenn.—John L. Davis, Hugh L. Prater and others will incorporate the Davis-Prater Feed Co. with \$15,000 capital stock.

Nashville, Tenn.—Millers of Tennessee contemplate making a protest against the rule of the state car service ass'n limiting the time for unloading cars of wheat to 48 hours.

TEXAS.

Dallas, Tex.—The executive committee of the Texas Grain Growers Ass'n recently discussed a corn growers special to be run over every road in the state.

Tulsa, Tex.—The Plains Lumber & Grain Co. has engaged in the grain business here, and among those interested in the concern are L. F. Cobb, formerly of Odessa, Mo., and J. O. Bradenbaugh of Kansas City, Mo.

Galveston, Tex.—Exports from Galveston, from Sept. 1 to Dec. 1 were: 6,978,928 bus. wheat, 469,672 bus. corn, and 50,860 bus. oats; compared with 2,047,360 bus. wheat, 1,145,318 bus. corn and no oats for the corresponding period of last year.—C. McD. Robinson, chief inspector, Galveston Board of Trade.

Texas grain dealers will confer a great favor on brother dealers in many states by writing us for publication in the next number their experience with the Texas reciprocal demurrage rule. Shippers everywhere have been forced to suspend business for some time because of their inability to obtain cars for loading. Has the Texas rule or law made it possible for you to obtain cars when you need them? Please write us in full regarding the benefits of the rule, that your brother dealers who are agitating for state reciprocal demurrage rules may profit by your experience.

WASHINGTON.

Seattle, Wash.—The suspension of traffic on account of the recent floods had the effect of reducing the receipts of grain for Nov.—H. K.

Olympia, Wash.—A grain buyers monopoly at Portland and the Puget Sound is alleged by Atty. Gen. Atkinson, in his biennial report, stating that the present laws fail to provide for the prosecution of alleged monopolies.

Iona, Wash.—The Iona Warehouse Co. has brot suit against its agent, Otto Van Buren, to recover \$4,000 alleged to have been lost in selling wheat purchased by him. Inability to sell is said to have been due to failure to get cars.

Tacoma, Wash.—The elevated tracks of the N. P. Ry. leading to the Sperry Mills, have been so weakened by the recent heavy rains that the piling collapsed allowing 2 grain laden cars to fall into eltr. B, tearing a hole 75 ft. long in the side.—H. K.

Seattle, Wash.—Judge C. H. Hanford on Nov. 26 overruled the demurrer of the state railroad commission to the complaint brot by the Oregon Railroad & Navigation Co. against the joint wheat rate order of the commission. The injunction will remain in force until the case is finally heard.

WISCONSIN.

Milwaukee, Wis.—Memberships in the Chamber of Commerce are selling at \$200.

Stockholm, Wis.—Larson & Swanson now operate 6 eltrs., having succeeded Paul Hueffner at Hagar, Maiden Rock and Bay City.

Superior, Wis.—Two boys, aged 17 and 16 years, have been arrested on charge of stealing from a grain car on the Northern Pacific Ry. 40 bus. of wheat.

Superior, Wis.—The tax on the Great Northern Eltrs. has been settled on the basis of 60% for the grain, the Globe

Eltr. Co. being willing to pay on the basis of the full assessment on buildings.

Milwaukee, Wis.—Applications for membership in the Chamber of Commerce, have been made by Capt. S. S. Curry, Ironwood, Mich., Stuart Hyde, of the Western Grain Products Co., Thos. R. Mercein, Emil Leisenberg and Daniel J. Coughlin, all of this city.

Fairchild, Wis.—The N. C. Foster Lumber Co.'s eltr. is now in operation. A 60-h.p. engine, a suction gas producer and a large electric dynamo have been installed. The power derived will not only operate the mill and eltr. but supply light for the city.

La Crosse, Wis.—W. M. Pierce has moved his family to this city, while his partner, Martin Stephenson, will continue to reside at Brownsdale, Minn. The headquarters of the Pierce-Stephenson Grain Co. have been removed from Dexter, Minn., to this place.

New Holstein, Wis.—Edward Reine-man, who for the past 5 years has been mgr. of the Northern Grain Co.'s eltr. at Dale, Wis., has resigned and accepted a similar position for the W. W. Cargill Co., of Green Bay, Wis., and is now in charge of its eltr. here.

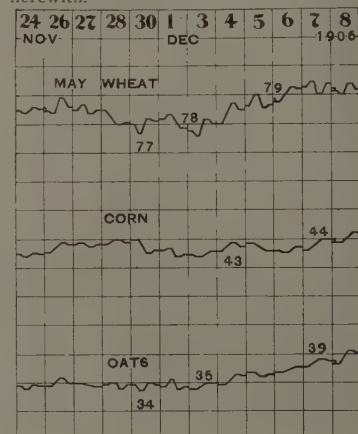
Milwaukee, Wis.—Capt. Alexander Oppen, for 20 years with F. Kraus & Co. and of late years with F. R. Morris & Co. and a member of the Chamber of Commerce, died recently at the age of 70 years, leaving a wife and 6 daughters. He was at one time an ocean captain.

Milwaukee, Wis.—The friends of M. H. Potter, secy. of the Wisconsin Grain Dealers Ass'n, will regret to learn that the illness of his wife has necessitated an operation. Mr. Potter has been dividing his time between the home at Ashland, Wis., and Milwaukee, but hopes soon to have his family back.

Madison, Wis.—In its annual report the state railroad commission states that the first year's operation under the new law has not demonstrated a single weakness in the law, owing to the careful work in framing the bill. The total number of complaints filed with the commission is 92, of which 62 were disposed of without a ruling of the commission in informal conference or by correspondence.

Chicago Prices

The opening, high, low and closing quotations on wheat, corn and oats for the May delivery at Chicago for 2 weeks prior to Dec. 10 are given on the chart herewith.



Bin 52.

By the time they had climbed the twelve flights of stairs that brot them to the first floor of the Texas, Henry Leddy was gasping so hard for breath that he listened perfunctorily rather than intelligently to Hunt's explanations.

Indeed, the inspection of rehabilitated Elevator J was merely the official indorsement on his part, as president of the Acme Grain and Elevator Co., of what the superintendent had recommended and the directors approved. He was not thinking of the automatic sprinkler system, or the weighing hoppers, or shipping bins, or the receiving legs and the spouts leading to belts that distributed grain to storage bins or carried it thru a gallery to adjoining elevators. His mind was not upon his companion's words, but had fixed itself on the man himself.

The inspection was distasteful to both. Leddy, who had entered the grain business from the top, with money amassed in another field, yawned and frequently looked at his watch. Hunt also grudged the time spent, for he had expected to leave that afternoon on a two weeks' vacation. Nevertheless, he did not complain. By a strict attention to business he aimed to appear well in Antoinette's father's eyes; but the latter, seeing only an undesirable son-in-law in the young man, was little impressed.

Leddy considered Hunt a "good man," and had promoted him to the position of assistant superintendent of the company's terminal elevators. Feeling that it was a different matter to take even a worthy employe into his family, Leddy had not hesitated. He had promptly forbidden Hunt his house and ordered Antoinette to dismiss him. Apparently he was obeyed. Consider, therefore, his angry surprise upon discovering six months later that the two had continued their love-making with the connivance of his wife, who denied her daughter nothing.

Leddy had found this out only the evening before, when his wife had joined her requests with Antoinette's pleading that he withdraw his opposition to Clarence Hunt. The former's feelings towards his subordinate may be readily imagined. Yet he shrewdly maintained an impassive exterior, for he preferred to rid himself of the objectionable suitor than to punish him. Just how he might best approach him on the subject he seemed unable to determine.

In this perplexity he followed Hunt about the dimly lighted floors, down dark stairways, and on irregular pathways thru the network of silent machinery.

Ascending to the cupola of the storage part, their eyes were dazzled by the brilliance of the sunlight entering the many small-paned windows. Down the middle of the cupola extended the wide conveyor belt, which rested upon rollers which tapering towards the middle gave the upper surface of the belt a slightly concave form that it might better hold the grain; while on each side were the iron rails of a track on which ran traveling tripper for diverting the grain into the bin desired.

Following the left of two narrow lanes between the belt and the opposite walls, the two men proceeded towards the end. Dust arose about their feet and dislodged kernels of corn peppered upon the plank flooring or dropped noiselessly through the wide cracks. The rings of the trapdoors jangled, as the latter rocked beneath their tread. Leddy inwardly trembled at thot of the sixty odd feet of nothing between the warped covers and the bottom of the bin.

In stepping from the semi-darkness into the light, his mind seemed to emerge from its obscurity. He felt that he had a straightforward man to deal with and that he must be dealt with in a straightforward manner. Yet, still lacking words in which to couch his accusation, he stumbled along in silence. A dozen rods from the end Hunt stopped to call his attention to the tripper that transferred grain from the belt to the bins.

Leddy merely glancing at it, looked out of the window. The corrugated brown roof, the brown, choppy water below, the giant cranes unloading a steamer and two barges at the coal docks across the slip, the adjoining elevators and near-by flour sheds blurred before his eyes in much the same way as Hunt's words hummed in his ears.

"Hunt!" he interrupted turning sharply upon the latter. "I just found out last evening that you are, underhandedly, still trying to catch my daughter. Some time ago I let you know how I felt about it and asked you as an honorable man to give her up."

"I did not promise you not to see her," protested the other. "Mrs. Leddy has known—"

"Blame it, Hunt, she's a sillier fool than Antoinette. You've got her worked up into thinking it's a romantic attachment. You ought to be ashamed of yourself to take advantage of two women!"

"I love Antoinette and have asked her to marry me. I have secured her mother's consent—and I—"

"See here, Hunt, as a business proposition, I can't afford to give you as expensive a present as Antoinette. She has cost me a good deal of time and money. I tell you, sir, you're not good enough for her."

These were his spoken words, but at heart he said: "She is my only daughter Antoinette. She is pretty and coquettish. She has been to college where she learned French and other frills. She can sing and thump the piano; she can fence and ride and drive a gasoline runabout. Antoinette ought to make a fine match. She is worthy of the best man in the land."

"It's not a matter of business with me, Mr. Leddy—"

"Yes, I know—"

"It wasn't a matter of business with you, either. Mrs. Leddy says that you only had ten dollars left after paying the minister."

"Mm," snorted Leddy, at a loss for a rejoinder. "How many bins did you say there were?"

"Fifty-eight storage and two shipping."

"What do they hold?"

"The shipping bins twenty-five thousand. The others, thirty thousand. Total capacity is one million, seven hundred and forty thousand bushels. The bins are twenty by thirty-two feet square and sixty— No. I guess it's sixty-two feet deep."

"Guess!" snarled Leddy. "You ought to know."

"Mr. Alden took the measurements for the plate. I'll find out the depth for you in a minute."

Securing a small, knotted rope, which was used to determine roughly the amount of grain in the bins, he threw aside the cover and dropped the iron weight, which struck the dusty bin floor with a muffled thud.

"Fifty-nine feet, ten inches," Hunt announced.

"I don't give a hang how deep it is," roared Leddy. "See here, Hunt, you've



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Mfrs. of the Minster Friction Clutch Pulley Friction Cut Off Couplings; Friction Clutches with extended sleeve, to which wood split pulleys, sprockets, gears, etc., can be attached. Catalog and prices on application.

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Send for full prospectus and special offer to new subscribers

THE CENTURY CO.
Union Square New York

(Continued on page 660.)

Bin 52.

(Continued from page 659.)

got to break with Antoinette. What do you want? Say how much and you'll have it. I'll get you a good job in another town. I tell you right here you'll get a darn sight more from me now than you will by taking her and grabbing for all I've got."

Hunt, who had been reeling in the line cast the weight upon the belt, altho his fingers unconsciously retained the rope. His slight, lithe, figure did not quail beside the other's broad-shouldered, rotund frame; his clear gray eyes resolutely met the cold glance of eyes that glittered keenly from beneath the low-tilted derby; while his projecting lower jaw showed a fixity of purpose, that in the other was softened by a double chin.

"I don't want your money, Mr. Leddy," he retorted. "I've got a good salary and can take care of her very nicely myself."

"You'll draw pay from the 'Acme' just until I get back to the office," snapped Leddy, raising his hand abruptly to rub a fleck of chaff from his eye.

Hunt mistook the gesture and stepped back. His foot plunged through the opening and he sprawled forward, clutching the other's knees, as he fell. Leddy, fearing to be dragged down with him, wrenched loose. Like a flash Hunt vanished thru the trap, but tho Leddy listened tensely he did not hear him strike the bin floor. Perhaps the clamor of his own heart-beats drowned the thud.

"Hunt!" he gasped, stooping to peer into the darkness that lay impenetrable beneath the dust-laden shaft of light, which ventured scarcely a quarter of the depth. The minute particles sifted before his eyes, as he listened for an answer. He glanced apprehensively at the iron rounds by which he might have to descend to the other's aid. Then, struck by the fear that, owing to his own enmity towards the young man, he might be accused of murder, he screamed:

"For God's sake, Hunt, answer me!"

"Yes," came feebly from below.

Leddy tremblingly wiped the sweat from his face.

"Are you badly hurt?" he demanded.

"The-line-broke-my-fall," came haltingly from the blackness.

A few minutes later Hunt, gradually recovering his senses made the welcome statement that so far as he could tell, beyond having the breath knocked out of him and the infliction of some bruises, he was uninjured.

The measuring rope, the weight end of which had caught in the belt's framework, altho it had snapped, had eased the shock, so that the direct fall had been little more than his own height.

As Leddy realized that the other was practically unhurt, his anxiety vanished. He unreasonably resented the nervous shock he had received. His antagonism toward Hunt was strengthened by a subtle inspiration that he could turn the latter's predicament to advantage. Nevertheless, not being a cruel man, he first reassured himself that the young man was physically sound.

"Are you absolutely certain there are no bones broken?" he called down.

"Not a knuckle out of joint," returned Hunt cheerfully. "I'm just a little dizzy yet. I don't think I can climb the ladder, tho. You'll have to go down into the tunnel and open the slide, so I can crawl out at the bottom."

"I'm glad you're not hurt," said the former sincerely. "But I want to settle

the matter we were talking about a few minutes ago."

"I'm in no condition to talk—"

"I don't want you to talk. I want you to act. You have got to give up this wild idea of marrying my daughter. I'm going to save us trouble all around."

"If you mean you intend to keep me here until I give in, you'll wait until there's ice on the Congo River!"

"Very well, you'll stay where you are, until the Congo freezes," Leddy retorted, pushing on and weighting down the trap-door.

"Don't leave me without water," pleaded the prisoner.

Leddy descended to the ground floor, where he filled a fire pail with fresh water from a tap and carried it down the tunnel to number 52, the bin into which Hunt had fallen. He passed the water-pail through the opening and refastened the slide.

"I'll come back to-morrow or the next day," he declared, ignoring the defiant imprecations, that feebly penetrated the twelve inch walls.

As he emerged from the tunnel, he turned to look back at the long, dimly gleaming line of incandescents. Elevator J was an old-fashioned house of wooden construction. Its walls were formed of wide, two-inch planking spiked face to face and the bins on both sides were fed by the conveyor belt above and emptied by the bottom opening upon a belt running beneath the floor in the tunnel, which was parallel to the cupola.

"By Harry, I could keep him safely here for a dozen years," laughed Leddy, as six at a time the lights vanished at the turning of switch buttons. "But we mustn't put in grain here for a week or two. Somebody might let him out or—God! if anything should be dumped in that bin, he'd have no chance in the world. He'd be drowned—dry as a bone—but drowned just the same."

Leddy smiled in exultation at the simple means he had adopted for bringing Hunt to terms. The watchman had not seen them enter, and when asked declared that Hunt had gone away on his vacation. Thus strengthened in his belief that the latter would not be missed, and confident that the watchman superficially making his rounds would not discover him, Leddy tranquilly lingered in the boiler room to watch the testing of the fire protection pumps.

Darkness had fallen before he left the elevator. His way to the street car line was blocked by a string of box-cars, which he followed. A suddenly appearing headlight dazzled his eyes and he hastily stepped to the next track. Bewildered by the rush of the on-coming train and the rapid glare of coach light, he did not perceive a switch engine backing from a dock spur upon the lead track where he stood. The engineer's frantic whistlings confused instead of warned him. Turning, he saw a huge, wobbly form close upon him, but he seemed unable to move. Distinctly, in the second's silence following the whistle's futile blast, he heard the wheels grinding against rail flanges, the groaning of swaying box-cars, the creak of axles, the locomotive's exhaust, and the rumble of the wheels that were about to crush him. Then, tentacle-like, a switchman reached out from the monster's footboard, clutched, and hurled him with cruel momentum to one side. Luckily he missed the switchstand, but when the engine crew picked him up he was unconscious and bleeding from a gash in the bald spot on his crown.

* * * * *

"Antoinette," called Leddy, rising upon his elbow and staring wildly about his own bedroom.

"What is it, dear," answered Mrs. Leddy, hastening in from the curtained alcove.

"What time is it?"

"A quarter of ten."

"Tuesday?"

"No, dear, Wednesday morning."

"Wednesday. I left him there day before yesterday. He will have to wait until to-morrow. I guess it won't hurt him to wait another day," Leddy muttered. Then aloud, "Where's Antoinette?"

"She wrote that she would be back today or to-morrow. The doctors said you weren't in danger, so I didn't let her know about it. You remember she left the morning of the day you were hurt for Mary Crawford's house party at Oakdale. My, she's been away nearly two weeks!"

"Two weeks!"

"Not quite, dear. Let me see—she left on the ninth and to-day's the eighteenth—"

"The eighteenth!" Leddy shouted, when unheeding her gentle explanation that altho conscious, his memory had forsaken him for the ten days following the accident, he sprang from bed and ran to the telephone in the hall.

"Main double-two-five," he called trembling with excitement. "Is this the Acme Elevator Company? I want Mr. Alden. Hulloo, is that you, Alden? This is Leddy. Yes, thanks, I'm better. Say, Alden, have you put anything in J yet? 'First fifty bins no grade wheat and flaxseed?'" He leaned against the wall, trembling at the narrowness of Hunt's escape.

"Fifty-two," he mumbled. "Just one empty bin between him and eternity. Over a week without food or water. Still, he'll keep alive, if they don't dump grain in on him. I've read of men on shipwrecks living nearly a month without food or drink."

"Alden," he cried, "don't put anything in the last ten bins. They won't stand the weight; the piling below is rotten. I inspected it myself. I'm sorry you put anything in the house at all until everything was O. K. Still, I think the bins you filled will stand. You 'had to put it somewhere, you 'couldn't pile it up on the docks.' Well that's all right. Only, remember, Alden, don't fill those last bins."

He spoke excitedly, for the lost that was uppermost in his mind rushed to his lips in the words:

"For God's sake, Alden, don't spill a kernel in number fifty-two!" but he feared to utter them.

Hanging up the receiver, he weakly allowed his wife to lead him back to his room. Her gentle chidings hummed without meaning in his ears.

"I want to be alone, Hattie," he declared. "I am going to try and go to sleep again."

In vain he tried to relax his tense nerves. His eyeballs throbbed beneath their closed lids. He trembled with apprehension of the catastrophe that might, perhaps had occurred, and his body was chilled with the sweat of fear. He was haunted by visions of Hunt's lifeless form huddled in a dusty corner of the bin; or he saw him at the top of the iron ladder peering thru the wide cracks in the cupola floor, or upon his knees striving to break through the sliding door.

Then it seemed to him that Hunt had become insane from thirst; that he was leaping wildly about in the darkness, swinging fantastically upon the iron brace rods, or hurling himself against the prison

walls. His shouts and frenzied laughter beat so furiously against his ear drums, that Leddy could scarcely refrain from joining his own voice to these imagined sounds. Every sip of water scorched his lips as vitriol, and when Mrs. Leddy brought him a dainty lunch, such of the viands, as he choked down, burned like quicklime in his stomach.

After his wife had again left him he became possessed by a still more terrible hallucination. In spite of his strict orders, grain might be put into Bin Fifty-two. The Acme was strong on initiative. Subordinates, who disobeyed in order to meet the necessity of the moment, won warm commendation if their action turned out well. Alden might have received a large consignment of grain that morning and have been compelled to risk using the empty bins, in spite of his superior's warning of their unsafeness. At this very moment the grain might be pouring in its suffocating stream.

Again he seemed to see Hunt; this time gazing hopefully at the lifting of the trap-door and then starting back in terror, as the kernels showered down and spattered in his face. Gradually the floor was covered; the grain rose to Hunt's knees and then to his waist; hard as he struggled to keep above the swiftly deepening flood, it slid like quicksand from beneath his feet and encircled his shoulders, until he lay helpless in its grasp, his hands and head alone remaining above the eddying surface. Altho his out-cries were obliterated by the tumult, Leddy seemed to hear his faintest breathing. At first he shouted to the workmen above; then cursed them and their employer; piteously besot them to stop the remorseless stream; prayed aloud to God, who seemed to have deserted this place of blackness, swept by sleety whirlwinds; but at length he ceased even to revile Leddy. Leaning his head back, he spat out the invading particles that sought to choke him.

Then Leddy imagined that he, too, was floundering in the bin. Helplessly he strove to support himself upon the treacherously shifting footing. Maddened by repeated failures, he also shouted, cursed, and pleaded, but pray he could not. The falling kernels cut his head. In the beginning they had pattered scatteringly and dropped off. Now they seemed to strike in the same spot and each to drive the other in a little deeper. Sometimes they seemed to be kernels of corn that struck a blunt, heavy blow, sometimes flaxseed that spreading over his face suffocated him with its oily net; but for the most part small, sharp grains of wheat dropping point downward seemed to drill persistently upon the one place. Suddenly he remembered that this spot was the wound on his head. Gazing despairingly around, he was startled to find that he was alone.

"Hunt's drowned," he murmured with dry lips. "Not a hair of his head wet, but drowned. He's out of pain now. I can't drown. No. I've got to stay here always—it's dropping like hell-fire on my head. Perhaps it will wear off the skull and deaden my brain. My God, it's cut a hole clear thru and's dropping out under my chin!"

In his delirium he sprang from the bed, and rushing to the window, threw up the blind. The entering sunlight dispelled the wracking vision, as holy water might disperse a host of demons. Leddy sank gasping into a chair. Recovering somewhat, he grasped at the straw of hope that Hunt might still be alive and that there might be time to save him. He rang and

ordered his carriage. Dressing quietly, he was on his way down before his alarmed wife, who was taking a needed nap, was aware that he had left the house.

Tho he sank back on the cushions, he dared not close his eyes. Once when he did, the vision of Hunt's prison returned and again he felt the grain pattering upon his wound. Neuralgic pains set all his facial nerves vibrating. Arriving at his destination he passed quickly from the carriage to the elevator. As he stepped out he met Alden.

"Alden," said he beseechingly, "you haven't put anything in Bin 52, have you?"

"Number 2 Northern Wheat," answered the other unthinkingly. "Twenty-seven cars were inspected this morning and they had to be unloaded somewhere. The Oneota grounded off Slip 3 yesterday and blocked the channel, so the boats couldn't take anything out of G. Every house is full to the nozzle except those few bins in J. I think they are safe enough. I went out in a boat and looked at the piling myself. I think it will hold."

Leddy collapsed against the other's shoulder. The latter caught a glimpse of his superior's face.

"You shouldn't have come out to-day, Mr. Leddy," he declared. "You'd better let me take you right home."

"No. I want to sit down and rest a minute."

Alden lead him tottering into the private office, where he left him in a heavy chair. He could not be persuaded to lie down. Not he! Too well he knew the horror of sinking his head and closing his eyes.

Yet, as he sat staring blankly out of the window a new feeling possessed him—the instinct of self-preservation. In his own eyes he was guilty of murder and legally he might be held responsible for Hunt's death. Whatever the latter's sufferings had been, they were over now. But he, Leddy, was in danger. The torturing phantasies that had befuddled his brain disappeared before the poignant desire to save himself.

Gradually his thots cleared and he calmly considered the evidence which might connect him with the other's disappearance. Shrewdly he built a defense for himself, that he felt would stand the test of public accusations—

"Father!" interrupted a familiar voice.

Wheeling about, he discovered Antoinette at his side. The courts might accept this defense, but his own conscience—never!

"I just learned you had been hurt. Mamma never wrote me a thing about it," said Antoinette. "I am so sorry. My, what a dreadful cut on your poor head!"

She kissed the bald pate and gazing into his face, put her arms caressingly about his neck.

"Did you have a good time at your party," he weakly demanded, averting his eyes, for he feared the radiance of such innocence might blind him.

"Yes," she stammered, flushing. "I have a confession to make, father. I didn't stay long at the house-party. I've been to Chicago on my honeymoon. I was married a week ago yesterday—"

"Married!" echoed the father, the surprise he might otherwise have felt, benumbed by horror. Had Antoinette thus readily forgotten the man, whom he never could forget!

"You don't ask me who it is, or anything," pouted Antoinette. "Clarence," she trilled. In answer a man entered from the outer office.

Had Leddy had a weak heart, the shock

would have killed him. As it was, with ashen face and quick-throbbing heart he faced the newcomer.

"Hunt!" he gasped, clutching the arms of his chair. "My God! man what do you want! I was hit by an engine and could not come to you. I phoned them not to put anything in Bin 52. I did my best—"

"I know it," said Hunt soothingly.

"I was unconscious for over a week," pursued Leddy. "My first thot was of you. I suffered more than you have. I thot I was with you in the bin, when the grain came pouring down. You were drowned. You were covered up and the kernels didn't hurt you. But I couldn't die. They kept beating on my head, the sharp end down, and pretty soon they bored a hole clear thru—"

"Poor father," wept Antoinette.

"You have imagined all this, Mr. Leddy," cried Hunt shaking him by the shoulder. "Look at me. I'm not dead any more than you."

"You escaped," gasped Leddy eagerly, quivering beneath the other's touch.

"The first night," replied the latter, partially comprehending what the other feared had taken place. "I attracted the watchman—"

"Does Antoinette—"

"No," Hunt quickly answered.

Whatever surprise Antoinette and Mrs. Leddy may have felt upon Leddy's meek acquiescence in the marriage, which he had so vehemently opposed, they were too much pleased to question the cause. On their part the men never referred to the incident in Bin 52 again.—L. B. Kinder, in the *Blue Book*.

A big car of oats straw was loaded Nov. 9 by Brady Bros., of Batson, O., and sold to C. A. Foster, Pittsburg, Pa. The car contained 23 tons and 790 lbs.

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Designed primarily for use of Coal and Hay Dealers. This book of tables shows at a glance the cost of any number of pounds of coal or hay at any price per ton from \$1.00, \$1.25, \$1.75, \$2.00 and so on to \$14.00. It is especially adapted for retailers. It is well printed on good paper, and bound in cloth. It has a marginal index. Size of book 4½x8½ inches, 110 pages.

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Grain Carriers

The National Rivers & Harbors Congress was held Dec. 6 and 7 at Washington.

The Iowa & Northwestern Railroad is to be built between Waterloo and Stanwood, Ia.

A hearing on the car shortage will be held Dec. 17 at Minneapolis by the Interstate Commerce Commission.

Grading has been completed on the 50 miles of the Denver, Kansas & Gulf Ry., between Kiowa and Belvidere, Kan.

The Columbus & Southern is to build from South Bloomington to Ash Cave, McArthur, Gallipolis and Portsmouth, O.

The American Sugar Refining Co. was fined \$18,000 Nov. 27 by the federal court at New York for accepting rebates from the New York Central Railroad.

The 16 individuals and railroads indicted for giving and receiving rebates on grain shipments at Minneapolis were arraigned Nov. 24 in the U. S. District Court.

A car efficiency committee of five has been appointed by the American Railway Ass'n to inquire into the causes of car shortage and diminished service obtained from rolling stock.

The Lake Shore and the Michigan Central railroads have recently increased the rate of their dividends to stockholders; but where have the lines improved their service to shippers?

No annual report will be issued by the Interstate Commerce Commission this year, it is said, since the expense of nearly \$100,000 is hardly warranted in view of the conditions under the new law.

Traffic thru the Sault Ste. Marie Canals this season to Dec. 1 as reported by the government aggregated 50,192,000 tons, or nearly 6,000,000 tons more than

during the corresponding period of last season.

Erie Canal shipments of grain from Buffalo during the past season show a heavy increase over the shipment of previous years. The total canal movement of grain was 25,000,000 bus.; compared with 13,624,000 bus. last year.

Henry S. Hartley, cottonseed meal brokers, of Kansas City, Mo., who was indicted for accepting rebates on shipments of meal from Indian Territory to Missouri, pleaded guilty in the U. S. District Court Dec. 1, and was fined the minimum penalty, \$1,000.

Wm. Job of the Peabody Coal Co., filed suit at Columbus, O., Nov. 26 against the Baltimore & Ohio Railroad for \$500,000 damages for failure to furnish cars as promised for the shipment of 120,000 tons of coal to St. Paul, Minn. Mr. Job alleges that other mines, in which officers of the railroad are interested, secured all the cars needed.

In view of the allegation by the Pennsylvania Railroad that 80 per cent of its cars are not on its lines, why would it not be good policy for the Interstate Commerce Commission to promulgate a ruling that every railroad originating interstate traffic must provide cars of its own to carry 50 per cent of the freight originating on its lines?

The Lakes to the Gulf Deep Waterways Ass'n was formed at the recent convention at St. Louis, with W. K. Kavanaugh as pres., and Wm. F. Saunders of St. Louis as secy. Resolutions were adopted favoring the construction by the federal government of a waterway 14 ft. deep from Chicago to St. Louis, thru the drainage canal and the Desplaines and Illinois Rivers.

The great trouble is that the roads have a practice of holding shipments so as to haul the heaviest possible tonnage. This makes the train sheet with the tonnage report of freight moved per train look very fine, but it clogs the yards and makes it take too much time for the road to cut out the various cars which go on. It also

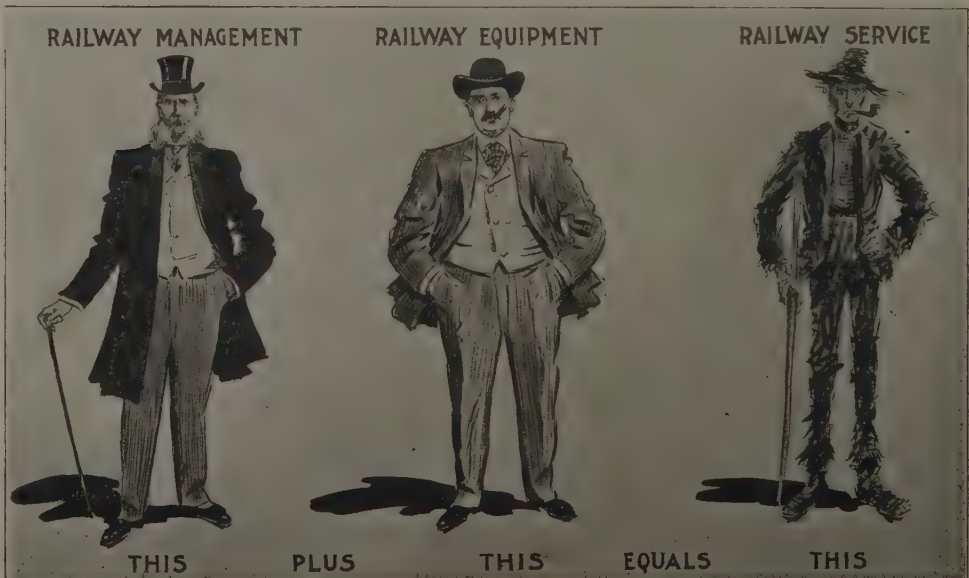
gives the consignee two or three days of unloading work to do. If the trains were shorter and the shipments were sent out as received on the next train it would prevent the congestion that the roads complain of.—E. B. Boyd, mgr. transportation dept., Chicago Board of Trade.

The rule of the Northwestern Railroad denying the privilege of shipping oats in the same cars with other grain is protested against by a grain company of Omaha in a recent complaint to the Interstate Commerce Commission. It is alleged that in shipments of corn and oats in the same car the railroad treated the grain as two shipments and collected a double charge. The test case is based on shipments from Colgan, Neb., and Blairstown, Ia., to Chicago.

Interstate Commerce Commissioner Franklin K. Lane states that the Commissioners' report to the senate on the elevator and railroad investigation will be made about the middle of December. "It should be borne in mind that our hearings have not been the result of any complaint; that we have not been sitting in this matter as a court to hear charges and to make rulings in accordance with allegations made. This is simply an investigation, and our report will simply be a statement of conditions which we have found, and shall follow in its lines the subject matter of the resolution of Senator La Follette which brought these hearings in the matter of grain operations, into life."

Thank God I live in the day when the practice of giving and receiving rebates is fast going out of existence. Of all the crimes in the whole category rebating is the most unjust. Railroads are built under the laws of eminent domain. Their rights for the use of land are delegated by the people. From what I know of rebating I believe Captain Kidd and Judas Iscariot looked like kindergarten pupils compared with the railroad official who secretly holds a club over shippers' heads and threatens their very lives. Rebating is a crime for which no punishment is too

An Inexplicable Mystery.



severe. I'd like to see the rebater get twenty—yes, fifty—years in the penitentiary.—A. E. Stilwell, pres. Kansas City, Mexico & Orient Railroad.

On receipt of a complaint by a shipper that the Texas Southern Railway was not furnishing cars on demand the Texas State Railroad Commission recently began action in the state court to forfeit the road's charter on the charge of furnishing the public inadequate service. The road had been in the hands of a receiver for two years under the federal court. By its proceeding the Texas Commission will bring the property to sale, wipe out the bonds and place the control with new owners who will obey the orders of the Commission.

A federal reciprocal demurrage law is suggested by T. Peyton Giles and John Donnan of Richmond, Va., who have obtained the indorsement of a hundred commercial organizations thruout the United States for their plan to petition congress to empower the Interstate Commerce Commission to issue a rule requiring the railroad company to pay a penalty for delay in the movement of freight. The consignee is to be entitled to deduct from his freight bill 5 or 10% for each day's delay beyond the time allowed by the Commission for transit.

A special investigation into the car shortage is being conducted by the Interstate Commerce Commission, and the complaints of those who are suffering thru the failure of the railroads to furnish cars for shipments will be heard by the Commission at Chicago and points in the northwest. The Commission has just issued large numbers of circulars asking the following questions of shippers: 1. What amount of freight has been offered at your station which the railroads have not hauled and what reason is given for not transporting it? 2. Are empty cars allowed to stand upon side tracks or in yards any length of time? 3. Are loaded cars held an unusual length of time before being hauled to destination? 4. Is it the policy of the railways, as shown by their practice, to use only the larger cars of recent construction, and abandon the use of the older and smaller cars? 5. Has any industry or commodity difficulties in securing supplies of cars not suffered by other industries or commodities?

The failure of the railroads to deliver commodities promptly is costing the shippers of the country millions of dollars annually. Owing to delays of goods in transit shippers are unable to keep their delivery contracts, and either lose sales or have to pay heavy penalties to the consignees. If the railroads knew they would have to compensate shippers for the enormous losses these delays cause they would make greater efforts to provide adequate facilities for handling the country's traffic. There should be a national reciprocal demurrage law which should penalize the roads at least as heavily for each day's unreasonable delay in the delivery of a carload of goods as the shipper is penalized by the roads for each day's unreasonable delay in releasing cars. Statistics compiled by the interstate commerce commission show that on the average a loaded freight car moves less than sixteen miles per day. This slow movement of cars is chiefly responsible for the congestion of traffic at busy seasons.—Congressman Martin B. Madden of Illinois.

The interstate-commerce law has rather amusingly falsified the predictions, both of those who asserted that it would ruin the railroads and of those who asserted

that it did not go far enough and would accomplish nothing. During the last five months the railroads have shown increased earnings and some of them unusual dividends; while during the same period the mere taking effect of the law has produced an unprecedented, a hitherto unheard of, number of voluntary reductions in freights and fares by the railroads. Since the founding of the commission there has never been a time of equal length in which anything like so many reduced tariffs, have been put into effect. On Aug. 27, for instance, two days before the new law went into effect, the commission received notices of over 5,000 separate tariffs which represented reductions from previous rates. It must not be supposed, however, that with the passage of these laws it will be possible to stop progress along the line of increasing the power of the national government over the use of capital in interstate commerce. For example, there will ultimately be need of enlarging the powers of the interstate-commerce commission along several different lines, so as to give it a larger and more efficient control over the railroads.—Pres. Roosevelt to Congress.

Books Received

A STORY OF PROGRESS is the title of a most handsomely illustrated pamphlet describing the growth of the Van Dusen-Harrington Co. from the beginning of Mr. Van Dusen's business in 1852 to the present time, when its eight companies operate 368 country houses and eight terminals.

NEWSPAPERS WORTH COUNTING is a directory of all the publications in the United States and Canada printing more than 1,000 copies regularly. The periodicals are classed according to known value and circulation. Of the Grain Dealers Journal the directory says: "This paper is entitled to a place on the roll of honor, and is valued by advertisers more for the class and quality of its readers than for the mere number of copies printed." Printers Ink Publishing Co., New York. Paper cover, 557 pages; price, \$1.

THE NATIONAL HAY ASS'N.—The 13th annual convention of the National Hay Ass'n, which was held at Put-in-Bay, O., in July, 1906, is reported in full in a neatly printed volume issued by the Ass'n. The book contains a history of the Ass'n, names of its officers and members, its charter, arbitration and trade rules, its constitution and grades of hay and straw. Paper cover, 303 pages, 5¼x7½. By P. E. Goodrich, Secy., Winchester, Ind.

A Missouri stockman has got judgment against the railroad for refusing to accept a shipment of a pig, properly crated, by freight. The railroad agent insisted the pig should go by express.

Edwin S. Holmes, Jr., former assistant statistician in the Dept. of Agri., under indictment for issuing advance information of crop reports, has withdrawn his demurrer and will stand trial.

The visible supply of wheat in the United States, east of the Rockies, usually reaches its maximum in December. In 10 of the years since 1890 the zenith was reached the last week in that month.

The Mexican government's tabulation of the visible supply in the republic will be completed early in November, and it will then be decided how much the duty on corn and other grain is to be reduced.

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Supreme Court Decisions

Arbitration.—Where a dispute is submitted to arbitration in pais, the only way of enforcing the award is by action thereon.—*Nay v. Boston & W. S. Ry. Co.* Supreme Judicial Court of Massachusetts. 78 N. E. 547.

Limitations of Carrier's Liability contained in a B/L are not binding on the shipper, unless it appears that such restrictions were assented to by him.—*Wabash R. Co. v. Thomas.* Supreme Court of Illinois. 78 N. E. 777.

Carrier's Liability.—In an action against a carrier, the burden is on it to show that restrictions of liability contained in the B/L were assented to by the consignor.—*Wabash R. Co. v. Thomas.* Supreme Court of Illinois. 78 N. E. 777.

Members of a Board of Trade, who, as a condition precedent to membership, bind themselves in writing to obedience to the rules and by-laws of the board, are bound by such rules and by-laws.—*Pacaud v. Waite.* Supreme Court of Illinois. 75 N. E. 779.

Arbitration.—Where an agreement to arbitrate contains no mention, direct or inferential, of a certain matter in dispute, the determination of the arbitrator as to such matter is absolutely void.—*W. G. Duncan Coal Co. v. David Duncan & Co.* Court of Appeals of Kentucky. 97 S. W. 42.

Contract not to Engage in Business.—A buyer of a business may maintain an action to restrain a seller from violating his contract not to engage in a similar business where he shows that the seller has breached his agreement, which breach, unless restrained, will cause injury to the buyer of a nature not remediable at law.—*My Laundry Co. v. Schmeling.* Supreme Court of Wisconsin. 109 N. W. 540.

An order to sell stocks, for future delivery, intended to be executed on the New York Stock Exchange, when executed creates a valid contract, unless both parties joined in the intention that there should be no delivery, but merely the payment of the difference between the market and the contract price.—*Berry v. Chase.* Circuit Court of Appeals, Sixth Circuit. 146 Fed. 625.

Landlord's Lien.—Where a written contract between the landlord and tenant of a farm secured to the former possession and ownership of the crop until personally divided by him, the evidence held to warrant a finding that the landlord had waived his right and authorized the tenant to make the division.—*Baumann v. Jerome.* Supreme Court of South Dakota. 109 N. W. 513.

Entire Contract.—Whether a contract be entire or severable depends on the intention of the contracting parties. A contract for the sale of 20,000 bushels No. 2 white corn, bulk, at 59½ cents per bushel, 10,000 bushels to be shipped in February, and 10,000 bushels in March, is to be construed as an entire contract.—*Henderson Elevator Co. v. North Georgia Milling Co.* Supreme Court of Georgia. 55 S. E. 50.

Shipping—Demurrage.—In the absence of contract, the charter price per day of a vessel under a time charter is not the measure of demurrage recoverable for delay in discharging cargo taken by the charterer for another, but rather the probable net earnings of the vessel during the time lost in the usual course of its employment.—*United States Shipping Co. v. United States.* Circuit Court, D. New Jersey. 146 Fed. 914.

Sale by Sample.—Where goods are sold by sample, there is an implied warranty on the part of the seller that the goods shall be equal to the sample, and hence, not-

withstanding the order provided for delivery, f. o. b. cars at the seller's place of business, the buyer had the right on tender of the goods at destination to examine the same and to reject them if not according to sample.—*Keeler v. Paulus Mfg. Co.* Court of Civil Appeals of Texas. 96 S. W. 1097.

Carriers' Liability.—Where a shipment was over the lines of several carriers, in an action for damages to the shipment it was error to instruct that the terminal carrier was liable for all damages, unless it "should satisfy" the jury that the damage occurred on one of the other connecting lines, as the instruction placed a greater burden than the law required.—*Houston & T. C. R. Co. v. Everett.* Supreme Court of Texas. 89 S. W. 761.

Dealing in Futures.—The mere making of a written contract, under which a delivery of grain purchased for future delivery or its legal equivalent may be compelled, is not conclusive of a mutual intent to deliver, and, if the real intent is that there should not be an actual delivery, but that there should be a settlement by a payment of differences, the transaction is invalid.—*Hingston v. Montgomery.* Kansas City Court of Appeals, Missouri. 97 S. W. 202.

Injury by Car Puller.—Whether a sheave wheel over which passed a pulley used in moving cars along a railroad track belonged to the class of dangerous machinery, whether it was attractive or alluring to children, and whether it was placed and operated without guards so close to a public highway that it must have been foreseen that it would attract and injure a child nine years old, were questions for the jury.—*McAllister v. Seattle Brewing & Malting Co.* Supreme Court of Washington. 87 Pac. 68.

Suit for Profits of Shipment.—In a suit to recover the proceeds of an adventure for the shipment of grain, a large part of which had been assigned to defendant bank, evidence given by the president of the assignee bank that neither the cashier nor any other agent of the bank had been given authority to finance such shipment, or to buy wheat with which to load the vessels, was not prejudicial to plaintiff.—*Bank of Yolo v. Bank of Woodland.* Court of Appeal, Third District, California. 86 Pac. 820.

Telegram Evidence.—In an action by a broker against a customer to recover an amount due on a sale and purchase of cotton for defendant on a cotton exchange, telegrams sent by plaintiff to its agents at the place of the exchange, directing such sales and purchases, were competent to show that an actual and bona fide sale and purchase was contemplated, the telegrams being the original memoranda made at the time.—*Overbeck, Starr & Cooke Co. v. Roberts.* Supreme Court of Oregon. 87 Pac. 158.

Principal and Agent.—When the buyer knew that the seller intended to sell for cash only, and possession was obtained for this reason alone, the buyer cannot refuse to pay the price and retain the goods upon the ground that he is entitled thereto upon a prior agreement with the agent of the seller, when such agreement was not disclosed to the seller at the time possession was obtained, and in no way assented to by him.—*Susong v. McKenna.* Supreme Court of Georgia. 55 S. E. 236.

Carrier's Lien Extinguished.—Where a common carrier becomes liable to the consignee of goods for damages to the property received in transit, and the amount of such damages equals or exceeds the freight bill on the damaged goods, the lien of the carrier is thereby extinguished, and the consignee is entitled to the possession of such goods without payment of freight, and in such a case refusal of the carrier to deliver the goods to the consignee upon demand constitutes a conversion.—*Missouri Pac. Ry. Co. v. Peru-Van Zandt Implement Co.* Supreme Court of Kansas. 87 Pac. 80.

A landlord's lien on the crop was superior to that of an insurance company to

whom the tenant gave a mortgage, but inferior to the lien of attaching creditors of the tenant; and the lien of the insurance company was superior to that of the attaching creditors, but inferior to the lien of the landlord. Held, that, as against the insurance company, the landlord was entitled to the proceeds of the crop, but out of such sum, as between the landlord and the attaching creditors, their claims must be first paid, the landlord being entitled to the remainder.—*Bowles v. Jones.* Court of Appeals of Kentucky. 96 S. W. 1121.

Shipping—Demurrage.—Where a B/L expressly gave the shipowner the right to hold the shipper for any charge under the contract, the fact that such owner did not enforce its right, also given thereby, to collect demurrage for detention in discharging from the consignee, or by enforcing its lien on the cargo at the port of discharge, did not estop it from collecting such demurrage from the shipper, especially where the shipper consigned the cargo to itself, and, although it indorsed the B/L to another, remained the owner until actual delivery.—*Tweedie Trading Co. v. Pitch Pine Lumber Co.* District Court, S. D., New York. 146 Fed. 612.

Market Quotations.—A Board of Trade, which has a right of property in market quotations collected in its exchange, does not surrender or dedicate them to the public by permitting subscribers, to whom they are communicated upon condition that they shall not be made public, to post them upon blackboards in their places of business, where the posting is done for the advantage of the subscribers, and not of the public, and does not make knowledge of the quotations general, or make them accessible to the public as of right, or render them of no further value.—*McDermott Commission Co. v. Chicago Board of Trade.* Circuit Court of Appeals. 146 Fed. 961.

Injury While Unloading Car.—A car loaded with corn was placed on an unloading track. A third person purchasing from the consignee a quantity of corn sacked the corn in the car before loading it into his wagon. While at work at a time when it was customary for men employed in unloading cars to be at lunch, he was injured in consequence of a car switched onto the track striking the car he was unloading. There was no sign of activity about the car. There was no evidence that corn was ordinarily sacked in the car before unloading. Held insufficient to prove negligence on the part of the company in failing to give warning of the approach of the car.—*Lovell v. Kansas City Southern Ry. Co.* Kansas City Court of Appeals, Missouri. 97 S. W. 193.

Fire Set by Engine.—Under the provision of Rev. St. Ohio 1906, Secs. 3365-6, which makes the fact that a fire was set to property adjacent to a railroad by sparks escaping from a locomotive prima facie proof of the railroad company's negligence, in an action to recover for the loss of such property, the company is not required in order to overcome such prima facie case to produce a preponderance of the evidence bearing on the question of negligence, but it is sufficient if it produce enough to counterbalance that by which the prima facie case is made out, the ground of recovery under the statute as under the common law being negligence—the burden of proving which rests upon the plaintiff.—*Toledo, St. L. & W. R. R. v. Star Flouring Mills Co.* Circuit Court of Appeals. 146 Fed. 953.

A good roads sentiment is growing in North Dakota and is expected to create a demand for a law to be enacted by the next legislature, requiring the counties to improve their roads.

Threshing barley so short that the germ end is removed ruins the grain for malting. Farmers will save themselves 2 or 3c per bu. by seeing that threshing cylinders are properly set.

Secretary Wilson on Federal Inspection.

James Wilson, secy. of the Dept. of Agri., in his annual report, makes the following reference to grain inspection by the national government:

From time to time during the past five years demands have been made upon the department for aid in the grading and handling of grain. It has been fully recognized that this is a matter which demands most careful investigation, as both our home and foreign markets are involved.

Grain grading as now practiced by the various state and other organized bodies has not been satisfactory, chiefly on account of the lack of uniformity. The department has consistently held the

ground that some system of standardization is absolutely necessary as a first step toward securing uniform methods of grain grading.

With a view to eventually bringing about standardization, Congress at its last session authorized the establishment of laboratories for the purpose of examining and reporting upon the nature, quality, and condition of any sample, parcel, or consignment of seed or grain entering into interstate or foreign commerce.

After a careful study of the situation, two laboratories, all the funds at hand would permit, have been established—one at Baltimore, Md., the other at New Orleans, La. At both places the department has received the cordial co-operation of the chambers of commerce, and is now about to enter upon the regular duties connected with the laboratories.

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Still weighing with the old hopper scales or not weighing at all, when you can save time and labor with the

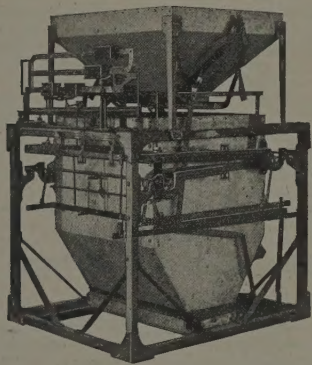
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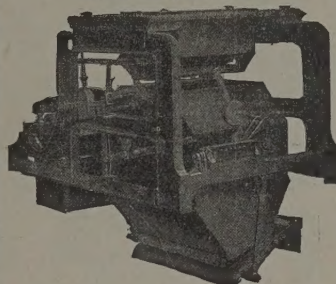
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Is the AMERICAN GRAIN METER Accurate?

AFFIDAVIT

State of Ohio, } ss
Champaign Co., }

AMERICAN GRAIN METER
VS
R. R. TRACK SCALES

We, the undersigned, hereby certify that on June 15th and 16th, 1906, we weighed the corn loaded into Erie cars No. 71904 and No. 107097 at the elevator of J. L. Bowls, at Bowlingville, Ohio.

The empty cars were first weighed on R. R. Track Scales, which had recently been tested. They were then loaded, the corn passing through an American Grain Meter, which automatically weighed and registered it. The loaded cars were then weighed.

The results were as follows:—

	Car No. 71904	Car No. 107097
Net Weight Track Scales—	50400 lbs.	50568 lbs.
Weight, American Grain Meter—	50380 lbs.	50630 lbs.
Variation	20 lbs.	62 lbs.

It rained on Car No. 107097 while it was being loaded and also on the track scales which would reduce the variation of 62 lbs.

T. H. Powers
Notary Public for N. P. Payne & Watson, O.
J. L. Bowls

Signed and sworn to before me this 16th day of June, 1906
M. M. Rock Justice of the Peace
In and for Champaign Co.,

AMERICAN GRAIN METER

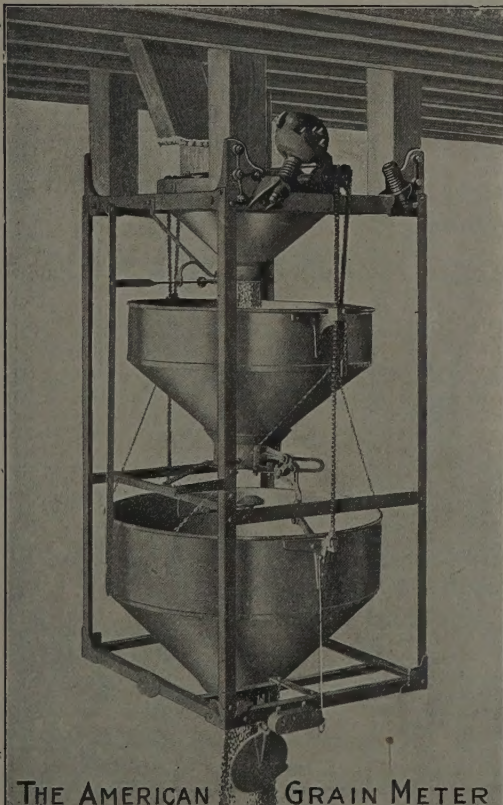
—Automatic Grain Weigher for the Country Elevators—

For further information address

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THE AMERICAN GRAIN METER



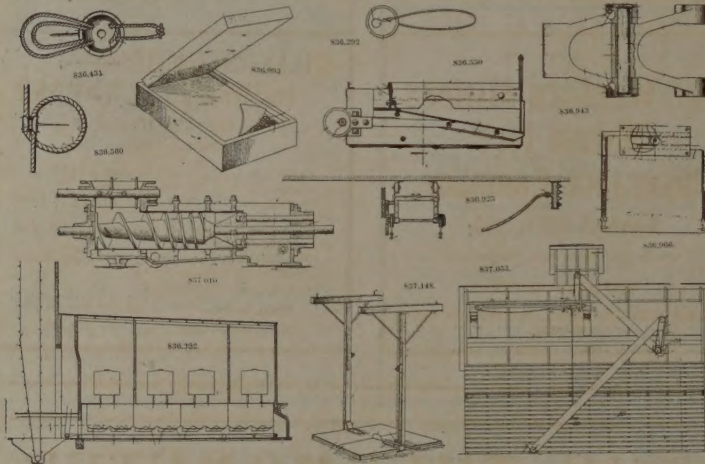
Patents Granted

Internal Combustion Turbine Motor. No. 836,945. Chas. C. Poole, Evanston, Ill.

Igniter. No. 836,521. Albert C. Menges, Grand Rapids, Mich., assignor to Wm. Harrison, Grand Rapids.

Governor for Gasoline Engines. No. 836,996. Geo. Cormack, Jr., and Frederick C. Zumdahl, Rockford, Ill.

Weighing Scale. No. 837,263. Henry Fairbanks, St. Johnsbury, Vt., assignor to E. & T. Fairbanks & Co., St. Johnsbury.



Sparkling Igniter for Gas Engines. No. 836,503. Harry A. Johnston, San Francisco, Cal., assignor to Hercules Gas Engine Works.

Starting Means for Explosion Engines. No. 836,365. Clyde J. Coleman, Rockaway, N. J., assignor to Conrad Hubert, New York, N. Y.

Grain Feeder. No. 836,550. (See cut). Joseph Welfe, Hamler, O. A reciprocating shoe works in the hopper which carries a spring shoe inclined downwardly into engagement with the bottom of the pan.

Malting Apparatus. No. 836,925. (See cut). John W. Free, New York, N. Y., assignor to International Malt Machine Co., New York. Tracks hung from the ceiling support the overhead stirring apparatus, which is operated by an endless rope. The same carriage is transferable to other malting floors.

Bag-Holder. No. 837,148. (See cut). James Thompson, Greeley, Colo. The uprights rising from the base are formed of resilient material whereby they are adapted to spring laterally. The uprights carry spring-pressed bag-engaging prongs. The prongs are operated by a rock-shaft and treadle journaled on the base.

Seal for Bags. No. 836,560. (See cut). Edward J. Brooks, East Orange, N. J. A cord encircles the neck of the bag, into which is thrust a spear having fastened to its heel a soft metal rivet. The rivet and spear protrude thru a sheet metal seal part, the ends of the cord being secured by two inwardly bendable flaps.

Seed Tester. No. 836,993. (See cut). Maximilian Rahr and Hans B. Bauer,

Manitowoc, Wis., assignors to the Wm. Rahr Sons' Co., Manitowoc. The body portion holds a single layer of grains and is provided with a ledge to retain a moisture retaining sheet. The cover fits within the flange and upon the ledge. The body is porous and the lid is perforated.

Seal for Bags. No. 836,431. (See cut). Edward J. Brooks, East Orange, N. J. Combined with a suitable attaching loop cord is a hollow compressible seal disk composed of sheet metal parts forming a flat front and dome-shaped back, the latter provided with threading holes. Between the disk parts is a soft metal rivet having fast in it a spear.

Grain Drier. No. 837,010. (See cut). Swan J. Vernsten, Chicago, Ill., assignor to C. F. Wigand, Stapleton, N. Y. A conveyor screw having diminishing capacity revolves in a perforated cylinder from

which the discharge is regulated by a conical plug adapted to be moved into and out of the end of the cylinder to vary the width of the annular opening.

Seal. No. 836,292. (See cut). Chas. L. Wood, Winthrop, Mass., assignor of ½ to Frank L. Lothrop, South Acton, Mass. Within a case is a plate having an opening for the free passage of the end of a bail. The cover of the case has a guideway thru which the bail is inserted into the case, the guideway deflecting the free end of the bail into an opening below the disk.

Link Belt. No. 836,943. (See cut). Staunton B. Peck, Chicago, Ill., assignor to Link Belt Machinery Co., Chicago. Two perforated links are associated so that their perforations make a transverse socket, with a pin in the socket. The pin is retained in the socket by an end piece on one of the links, having an undercut recess and an outwardly grooved and perforated extension. On the socket side of the cap is a projection like the segment of a sphere.

Bag Holder. No. 836,966. (See cut). Chas. M. Gerson, Haverhill, Mass. The holder comprises a supporting standard, a head mounted thereon, a pair of horizontal rack bars guided to move longitudinally in the head, and having teeth on their adjacent sides, a vertical shaft having a pinion thereon disposed between the bars in position to simultaneously engage the teeth to move the bars in opposite directions, an operating handle on the shaft extending above the head and a pair of bag-holding arms connected to opposite ends of the bars.

Conveying Apparatus. No. 837,053. (See cut). John H. Gilman and Albert J. Bennett, Ottawa, Ill., assignors to the King & Hamilton Co., Ottawa. A horizontal conveyor capable of delivery therefrom at various points is combined with an elevator having a spout to discharge on the conveyor, the elevator consisting of two sections extending in opposite directions from the vertical. It is used in a crib having a central driveway and bins on either side thereof. The conveyor is adjustable longitudinally on a trackway, the conveyor shafts being journaled in each end of the trough, the shaft being driven by chain and sprocket.

Grain Elevator. No. 836,392. (See cut). John S. Metcalf, Chicago, Ill., assignor to John S. Metcalf Co., Chicago, Ill. In the modern plan of having the receiving tracks of a grain elevator outside of the building in a shed it is necessary to run the grain into the elevator boots over a belt conveyor receiving grain from different sinks under the two or more tracks. The discharge of grain from two or more sinks simultaneously upon the belt and the consequent mixing, is prevented by Mr. Metcalf's invention, which is a lever-actuated interlocking mechanism opening and closing the outlet gates of the sinks, so that the gates of one sink can not open till the outlets of all other sinks have been closed.

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Risks in force, Tornado.....	1,010,000
Admitted Ledger Assets.....	\$16,478.39
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